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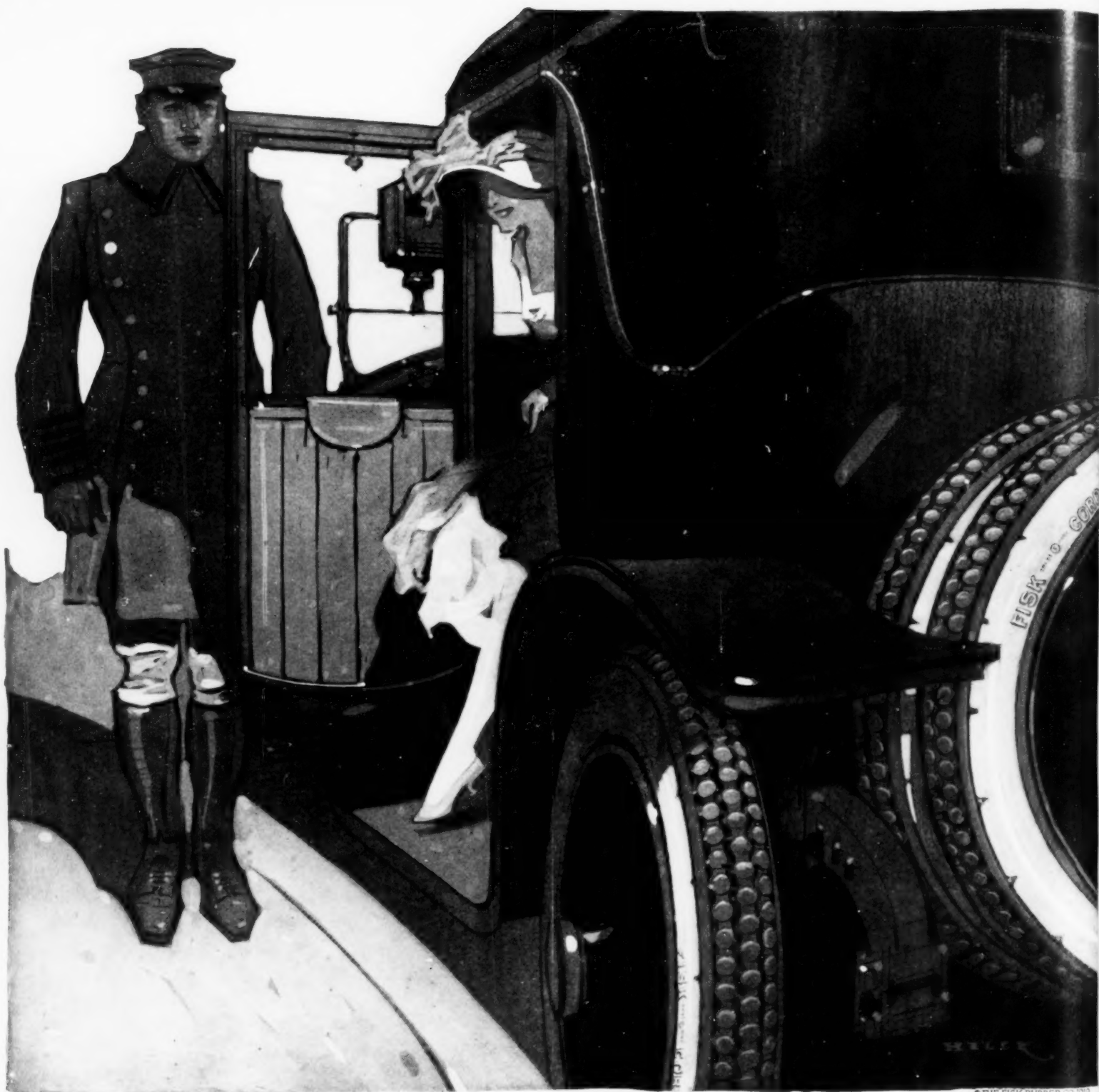
A. E. BURLESON,
Postmaster General.

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Easter



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A True Story by Frederick Houk Law, Ph.D.

THE good talker succeeds where others fail.

Instead of giving offense he pleases people.

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He is called upon to speak in public.

He is chosen as spokesman in important business meetings.

He finds that interested faces turn to him, that he is listened to with respect and close attention.

Crowds come to hear him.

He finds that *his word goes*—often to his lasting profit.

He gains riches, honors, fame. Wherever he goes he feels that he has power and confidence and assurance back of anything he sets out to do.

Now for my story.

A man of my acquaintance is especially gifted in talking sympathetically.

He is just an average man. But he has deliberately cultivated the power of speech. When he began he was paralyzed with fright if anyone asked him to "say a few words" in public, or even at private gatherings.

Now he is always ready and perfectly at ease. It is a joy to know him and hear him talk.

The ability to talk has made him perhaps a hundred times more successful than he could have been otherwise.



man talked in just the right way has meant to him all the way from a thousand dollars to more than half a million?

I know scores of such cases. They are being recorded in the business world every day. Do you realize how many fortunes have been made which would never have been made except by good talking?

Yet very few have really studied the art of daily speech. Everyone speaks in daily conversation trying to persuade or convince, or to express the ideas that are necessary to influence other people, and make them do what you want them to do.

On effective speech depends the success of the majority of men in business or professional life.

Master the art of speaking well in daily life and you will stand head and shoulders over your fellow men who can do many things better than you and who know more than you, but cannot "sell their wares" when the great opportunity comes—because they cannot talk well.

This is so easy that it is a crime against ourselves, and those who depend on us, not to acquire this tremendous asset to achievement and riches and power.

If you can speak well in daily life you are almost certain to speak well when called upon suddenly, in a business gathering or on some special occasion when the "man who speaks best" may be the one to get the great reward.

For years I have taught students the simple devices of correct and forceful speaking.

I welcome the invitation that has come to me, from the Independent Corporation, to put my teachings into a simple home-study course of eight lessons called "Mastery of Speech."

With a class of many thousands throughout the entire country—which this home method will enroll—I feel that I am "doing my bit" to make Americans more successful talkers as I never have been able to do simply with personal instruction in the classroom.

* * * * *

Dr. Law's story should make you think hard. Do you need these simple lessons? Undoubtedly you do.

You Can Learn the Secret of Good Talking in One Evening

Dr. Law's eight lessons show you:

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Address.....

Leslie's 4-10

TESTIMONIALS

"I have subscribed to a number of courses on 'Public Speaking' from other firms which cost six times the price of 'Mastery of Speech' and they were not near as good."—J. Halpin, 676 Copper St., Ottawa, Ont.

"I am very much pleased with Dr. Law's Course and believe the first lesson is worth the money."—A. W. Button, 17 Cumberland Apts., Salt Lake City, Utah.

"A quick perusal of this course is sufficient to convince me that it contains many practical helps, any of which are worth the price."—O. C. Services, Box 417, Covington, La.

"Believe it will prove to be a valuable course of study."—G. O. Burnham, 140 Hodge Ave., Buffalo, N. Y.

"I have glanced over the entire eight lessons and am far from disappointed for having ordered the books. Indeed, I consider this one of the best investments I have ever made."—Julia Fierz, 1041 Mages Ave., New York City.

"I think the books are just what every young business man without a college education needs, and I expect to get many times value received."—J. Sweeney, Supt. Army Supply Base, Norfolk, Virginia.

"I am exceedingly pleased with it and wish the publishers every success. Moreover, I would recommend it to all ambitious young men who have not had the advantage of a high school or college education. Enclosed herewith you will please find \$5.00 for the course which, in fact, is worth many times that amount."—Rudolph Dege, 520 Park Ave., Hoboken, N. J.

"After viewing the course 20 minutes, I am well pleased. I would recommend the Dr. Law Course to anybody. I have found in this what the average man has been looking for these many days. It is, in my opinion, a most valuable asset for any ambitious man."—George E. Rutter, Field Supt., Midfield Camp Wray, Colorado.


Some time ago an invalid—an entire stranger—heard of my friend and sent for him. He came and talked quietly but in *exactly the right way*.

When the invalid's will was read a year later, after my friend had almost forgotten the incident, it was found that he had left my friend \$300,000.

And all because of one visit—one hour of good talking!

Fantastic, you say, and exceptional? Surely. But think a minute. * * * *

Can you not recall many a case where one hour's interview in which the



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Leslie's Illustrated Weekly Newspaper

JOHN A. SLEICHER,

Editor-in-Chief

CONKLIN MANN, Managing Editor

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

ESTABLISHED DECEMBER 15, 1855

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JACKSONVILLE is inaugurating a movement for a world's fair in that city in 1921, to celebrate the centennial of the purchase of Florida from Spain. Foreign countries, and especially the South American republics, with whom we are building up our trade, will be invited to erect buildings and exhibit their products. It is believed that such an exposition will attract an unprecedented tide of travel to the South, and especially to Florida.

Without an exposition, Florida had an unprecedented rush of visitors during the past winter. Everywhere hotels were filled, and being enlarged and new ones erected. The most expensive hotels were doing a record business at prices rivaling the highest at the best hotels in New York.

The climate has done it; but it never did it until the railroads opened the way and until the State awoke to the fact that good roads were necessary to attract the tourist with his automobile—the one who is really the best patron and advertiser of the State, for while on tour he has no local habitation, but goes wherever good roads will take him, exploring and investigating as he goes. This is what Florida has been asking its visitors to do.

Florida knew that it had an attractive winter climate, cheap lands, undeveloped natural resources, good harbors, fine rivers, attractive lakes, citrus orchards in profusion, and that all that it needed was capital for development, and visitors to realize the opportunities and provide the capital. If the Jacksonville Exposition is built, it should have an arch commemorating the indomitable courage and far-seeing sagacity of the late Henry M. Flagler. He was the first of our great captains of industry to realize the possibilities of Florida. His East Coast Railroad and his line of magnificent hotels put Florida on the map to stay.

I well remember the opening of that superb and impressive architectural achievement, the Ponce de Leon at St. Augustine, now the finest hotel of its kind on our hemisphere. It was erected at a cost of over \$1,000,000. It took nerve to do this, but Flagler had the nerve and the money, and the Ponce this season has been overcrowded with guests paying the highest rates ever charged, and glad to pay them.

Chauncey Depew, still young at 85, greeted me at the breakfast table at the Ponce. He had just been over to see Billy Sunday at the Alcazar. Sunday recalled the incident when the Epworth League met at Madison Square Garden in New York and had to look for a speaker in a hurry because the one who had been chosen to welcome the Leaguers was unable to attend. Depew was called out of bed and was hurried down to Madison Square Garden and delivered an impromptu address that pleased the enormous audience of 12,000 Leaguers, but the Senator told me that when the chairman congratulated him on his address he said: "I want to compliment you on your eloquent speech to our League, but you will pardon me if I say it was a little foreign to the occasion." The Senator told me that he had never heard of the famous Epworth League, one of our strongest church societies, until he was summoned in the emergency. He was therefore not surprised that he did not grasp its full significance.

The South is realizing as never before the need of good roads as an attraction to the tourist. I read in the Savannah News that all of South Georgia was awakened on the subject, and that every county was issuing bonds to build

Go South, Young Man!

The Tide of Travel and Capital Is Headed to the Southland

By JOHN A. SLEICHER



AN extraordinary catch of sailfish at Long Key, Florida. At this famous fishing winter resort, the sailfish are from five to seven feet long, and get their name from the large sail-like fin which can be seen in the picture. This catch is so highly prized that a club has been organized at Long Key made up of those who have caught a sailfish.

roads, not only to encourage the money-spending tourist, but also because the farmers were at last realizing the value of the automobile truck in marketing their products.

The opening of the East Coast of Florida by Mr. Flagler's famous railroad, with its daring extension to Key West over a chain of coral islands, brought the New York tourist within a day's access of Jacksonville and St. Augustine, and within 48 hours of Havana by steamships covering the 90 miles across from Key West to Cuba. The East and West Coasts are now alive with hotels, some of them on a scale of magnificence that takes one's breath away. Small hotels and boarding-houses on both coasts of Florida have sprung up in response to the growing need for accommodations at moderate rates for the constantly increasing stream of tourists, who have found health and comfort in winter by a

trip to the Southland at the suggestion of their physicians.

Wonderful changes have taken place in the South during the past two or three years. I notice not only more good roads, but also more fences in the unsettled sections, more farm-houses neatly painted, more banks, citrus groves, lumber mills, cultivated farms, new settlements, fruit-packing houses, truck farms, and more cattle and pigs. Signs of prosperity are seen on every hand. The railroads, good roads and the rush of business have broken down every thought of a sectional line. At St. Augustine, Haines City, Ormond and many other places public signs of "Welcome" to the visitor, "Come again" and "Don't hurry" can be seen.

Florida promises to be one of the best cattle-raising States in the Union. The tick is being eradicated. When this pestiferous insect is gotten rid of, we can look for big cattle ranches in Florida. Land is cheap. The cattle can graze in the open the year around, and markets are near at hand for all the beef that can be raised.

The State is enjoying a period of wonderful prosperity and City Editor West of the Jacksonville Times-Union said to me, "We have just begun to grow." I know of one man who cleared \$10,000 this year from a seven-and-one-half-acre orange grove. The Palmetto News had an item reciting that 47 carloads of oranges had been shipped from that vicinity to New York and netted from \$2,000 to \$2,600 per car.

Garden truck is competing with the citrus fruit for supremacy in Florida. At and around Sanford an immense acreage is devoted to the raising of celery on the rich black lowlands of that city. I noticed that the thoroughfare on which we motored was named "Celery Avenue." Early potatoes furnish another profitable crop. In the center of a potato district, the railroad station bears the name of "Spuds." The early tomato crop of Florida figures in the millions. The Jacksonville Times-Union had a telegram from Miami on March 14, stating that heavy rains in Dade and Broward counties had nearly wiped out the tomato crop in that section, with a loss of from \$5,000,000 to \$6,000,000, but there are plenty of other tomato fields in the rest of the State on which we can draw.

The East and West Coasts of Florida have had the popular call, but during the past few years the tourist has found that the highlands, or the backbone of Florida, midway between the Atlantic and the Gulf, has attractions of its own. Its altitude of from 300 to 400 feet makes the air drier and less humid than that on the coast. Thousands of fresh water lakes add to its many other attractive features. These temper the chilly "Northerners" so that the citrus groves are better protected from frost. This highland region has become the great citrus fruit section of the State. Let the tourist note this fact as he motors from Jacksonville across the State to Tampa, the metropolis of the West Coast, a very pleasant trip well worth taking, running as it does through Sanford, Orlando, Kissimmee, Haines City and Lakeland, some of the finest and most prosperous interior cities in the State, all of which had more visitors this winter than ever before, and promise to have still more next year. One of the finest of these cities is Orlando, which seems to make the price of grapefruit in the market, for I noticed that in Jacksonville Orlando prices were always quoted in the market records.

Continued on page 388

EDITORIAL

"Stand by the Flag: In God We Trust"

Workers Against Bolshevism

WE have seen no exposure of Bolshevism more scathingly accurate than that of a Boston union labor leader. Peter W. Collins, former President of the Boston Central Federated Union and International Secretary of the Electrical Engineers, says that Bolsheviki are not labor men, and that Bolshevism is "the biggest gold brick ever offered to the unwary." He says that class hatred is "artificially manufactured by Bolshevism," and that "the right kind of labor believes in working hand in hand with capital." The illegitimate discontent of labor at the present time he attributes to Bolshevism, which always fosters revolution, and he declares that "the solid workingman opposes it." This is the right sort of talk and what may be expected from any man who loves his country and its institutions.

At a labor meeting held recently in Boone County, West Virginia, resolutions were passed attacking the Government and threatening the State Legislature. State Labor Commissioner Samuel B. Montgomery took pains promptly to repudiate this action, declaring that it was not the action of any labor union, and that it is deplored by laboring people throughout the State.

R. Toothill, labor member of the British Parliament, states that much of the trouble between workmen and employers is caused by suspicion, and that the one thing necessary is to bring them closer together. This is precisely what many of the great corporations in this country are trying to do and with no little success.

Walker H. Hines, Director General of Railroads, who has shown in his administration of the railroads great practical knowledge of the difficult problems confronting him, pointed out to striking clerks of the Nashville, Chattanooga and St. Louis Railroad that the Government had provided adequate machinery to deal with all cases of dispute and grievances, a provision which they had disregarded. He reminded them that unless discipline and authority were recognized "the railroad business would become chaotic, and the public, which in the last analysis has to pay the bill, would resent the resultant excessive cost and inefficient service, and the reaction would be exceedingly unfavorable to the employees themselves."

Mayor Dahnert, of Garfield, N. J., warned the strikers of three big woolen mills, on the reopening of the mills, that all willing to return to work would be given full protection and safe conduct to and from their places of employment. This is in line with the action of Mayor Ole Hansen of Seattle. The man who wants to work must be free to do so without intimidation, just as those who don't want to work must be protected.

A Paris dispatch says that the Minister of Commerce has begun the formation of a National Federation of Employers to act as a counterpart to the General Federation of Labor. Employers will thus come to have a definite and unified program just as employees now have. A similar movement is on foot in this country.

The United Mine Workers of America have declined to participate in a general strike on July 4 in behalf of Thomas Mooney, convicted in the San Francisco Preparedness Parade outrage. The mine workers hold that participation in such a strike would be in violation of the fundamental laws governing the union, and would abrogate the joint wage agreement to which they are bound.

When labor keeps faith with itself and shows respect for its contracts with employers, it wins the support of public opinion, and secures the moral backing of the public in every lawful effort to maintain high wages and the American living standard.

Abolishing Poverty

AT a time when the Methodist Church is uniting in a Centenary drive for \$115,000,000 for the spread of the gospel at home and abroad, the wholesale denunciation by Dr. Harry F. Ward, secretary of the Methodist Federation for Social Service, of those who have made profits out of the war as having committed an "outrage" is untimely, to say the least. The eminent sociological professor overlooks the fact that it was out of these profits higher wages were paid and the costs of the war largely met. The higher the profits, the higher the wages and the more the Government took in taxes. It was out of these accumulated profits that business men were able to make generous contributions to the Red Cross, to the various war organizations, and from which will come a large portion of the great Centenary fund Professor Ward's own church is raising.

The Professor, in addressing the Methodist ministers

Why We Fought

By HON. CHARLES E. HUGHES

WE went forth to fight for liberty, not because we had grown less ardent in the love of our own country, but because we were inspired by devotion to our own institutions. It was not the red flag, but the Stars and Stripes for which we fought. And if we lose that love of country which transcends all else and makes us willing to die to preserve our country, then shall we lose the capacity and the desire to aid in protecting the liberties of others.

of New York, denied that he was a Bolshevik. That may be, but from his utterances he seems to represent a type of Socialism that it is difficult to distinguish from Bolshevism. The professor speaks of "abolishing poverty." That is a dream of professors and lecturers and clergymen who have never been brought into direct contact with industrial problems. Their dream is the result of theorizing and the reading of socialist literature.

The New York Methodist Preachers' Meeting characterized the action of the Publishers' Graded Lessons Syndicate in throwing out Professor Ward's books and lessons as "both unwise and unfair." We commend the action of the Syndicate and the similar resolution by the Philadelphia Conference. Such books and lessons should be barred from Sunday schools, and Bolsheviks, as well as their books, should be thrown out. It is not enough to say that such writers are sincere. So were the crucifiers of the Saviour, and those who cried, "Release unto us Barabbas."

If the churches want to get behind a crusade to which could be rallied all moral elements both inside and outside the church, let them begin a movement to end the scandalous misgovernment of our great municipalities, one of the darkest blots upon our political system.

Our Own Toys

BEFORE the war Germany made the toys for the Western world, with Japan beginning to awake to the possibilities of such trade for her cheaply paid and imitative workmen. The war brought about the birth of a toy industry in the United States and greatly stimulated Japanese manufacture. In her plans to recover her former monopoly in toys, Germany recognizes prejudice in the United States as a temporary obstacle only, but fears chiefly Japanese competition. She overlooks entirely the possibility of American toy manufacture developing to any proportions.

What is going to happen to the American industry in the face of German and Japanese competition? Our markets were flooded in 1918 with huge stocks of cheap and inferior toys made in Japan, that country having practically replaced Germany's pre-war contribution. But let us not forget that we have the beginnings of a toy industry which, if permitted to develop, will afford lucrative and light employment to thousands of people. Old men, unequal to hard work, may become toy experts.

The best way to relieve Germany of the fear of Japanese competition, so far as the United States is concerned, is to put a tariff on toys that will protect the American industry from the competition of both Germany and Japan.

The Plain Truth

MONUMENT! The suggestion of Colonel George Harvey that the American monument to be erected in France shall take the form of an exact replica of the Washington monument strikes one as just right. It would be dignified, it would command the landscape for miles around, and the reproduction in France of the shaft which dominates our capital would suggest the unity of ideals of two great republics. We believe that an added sentiment would be attached to such a memorial if the family of every American soldier in the great war should contribute from a dollar up to its erection.

MEDALS! A great deal of sentimental value will be attached to the Victory Loan medals, made from captured German cannon, which the Treasury Department plans to award to all workers in the approaching

Victory Loan campaign. The first medal will be given to President Wilson, the second to Secretary Glass and the third to former Secretary McAdoo. In a letter to Dr. Albert Shaw, editor of the *Review of Reviews*, Secretary Glass, writing as one newspaper man to another, speaks of the illimitable power of the press to prepare the public mind for the last loan campaign. Former Secretary McAdoo has said that the previous loans would have failed had it not been for the press. Newspapers and periodicals gave the widest publicity to the needs of the Government in these efforts. They not only sounded the note of patriotism, but also showed a multitude of people that the purchase of Government bonds was a good investment. Would it not be well to remember some of these publishers in the distribution of the Loan medals?

MIDDLEMAN! The war has helped clear up a good many false conceptions. With the mounting of food prices to record figures as the result of the conflict, there came the revival of the old suggestion that the farmer didn't get anything for his products and that the people were being robbed by middlemen. Dr. Eugene H. Porter, State Commissioner of Foods and Markets, in his interesting report to the New York Legislature, characterizes as "altogether too sweeping a statement" the assertions of "popular writers and demagogic speakers" that the farmer receives only 35 cents out of every dollar a consumer pays for his products. In the case of a few perishable crops this may be true, but, as Dr. Porter points out, the farmer receives 77 cents on the dollar for butter, 58 cents for livestock and 90 cents for wheat. Cooperative associations both among farmers and consumers will do much to eliminate cost of distribution, but the middleman will never be entirely eliminated for the simple reason that he renders a valuable service for which the public is ready to pay.

BUDGET! In the pre-war days when our expenditures were a billion dollars or less a year, every one but the politicians recognized the necessity of a budget system. For the two fiscal years—July, 1917 to July, 1919—Congress has appropriated for all purposes \$58,800,000,000. This stupendous sum, the greatest in any nation's finances, was voted under the old regulations, which even in peace time were acknowledged to be inadequate. Our expenditures have been on a scale unparalleled in all history, and no obligation will be greater upon the Sixty-sixth Congress than to devise a budget system that will guarantee that every dollar of the tax-payer's money is spent to the best advantage. President Wilson has said he is in favor of a national budget system. If he cooperates with the Republican Congress and gets back of the proposition, as he got back of the banking reform law, there will be credit enough for both parties in the achievement. All foreign countries have a budget system. It is a disgrace that the United States, the richest of nations and the most prodigal in expenditures, has none.

SPOILS! Governor Smith of New York was elected by a large independent vote and entered office with the pledge to give the people an independent, non-partisan administration of the affairs of the State. The Governor gave a striking evidence of his good faith in the matter by reappointing William Gorham Rice as the Democratic member of the Civil Service Commission in the face of the opposition of the spoilsmen. Undermined by their defeat in this instance, the same spoilsmen have set out to discredit State Conservation Commissioner George D. Pratt. Mr. Pratt's term does not expire until 1921, but the enemies of good government are cooking up the most preposterous charges against him through which they hope to secure his removal from office. Commissioner Pratt's record speaks for itself. The conservation of timber lands, the development of fisheries and water-power are problems that have perplexed other administrations for the past decade. Mr. Pratt has administered the office with highest efficiency, has evolved plans to utilize water power and to prevent floods, and when the State Fish Cultivator was legislated out of office, Mr. Pratt preserved the fish hatcheries at his own expense. It is inconceivable that Governor Smith, who has already rebuked the spoilsmen in the case of Commissioner Rice, will now yield to them in this even more flagrant instance. If any department in this Government should be carefully preserved from the spoilsmen it is that of the Conservation Commissioner. Mr. Pratt accepted the appointment from the hands of Governor Whitman at great personal sacrifice and was moved to do so by a sense of public duty. His work has been well done.

Pictorial Digest of the World's News



GENERAL JAN CHRISTIAN SMUTS

A Boer leader in 1902, General Smuts, now a British officer, has been sent to Hungary as the Allies' peace envoy. His mission is to investigate conditions and report on possible methods of procedure against the Bolshevik régime at Budapest. It is hoped that he will be able to avert armed intervention in Hungary. General Smuts fought and defeated the Germans in South Africa during the present war.



GERMAN TROOPS TO QUELL RED RIOTS

Bivouacked before the City Hall at Bottrop, Germany, in the Ruhr mining and manufacturing region, these soldiers have been sent to take up arms against their disorderly compatriots. True to his threat, Lenine has sown the seeds of anarchy throughout Germany. Frankfurt, Stuttgart, Essen and the entire surrounding Ruhr district have been plunged into chaos. The Ebert Government is seriously threatened by the Spartacides.



DANZIG ONE OF THE STUMBLING-BLOCKS TO PEACE

Poland's eyes are turned eagerly toward the Baltic port of Danzig. The Polish people believe that their economic and political future depends upon the annexation of this outlet to the sea. It is one of Germany's most important naval bases and coast defense fortifications. In 1913 it gave anchorage to 3182 ships with a net tonnage of 937,500. The Germans cling to Danzig. The Peace Conference may make of Danzig a neutral port.



GENERAL JOSEF HALLER, POLISH COMMANDER

Another problem for the Peace Conference has been the question of permitting General Haller to disembark his divisions at Danzig and lead them thence to defend his country against the Bolsheviks. The threatening armies of "Reds" give Poles and Germans a common interest in holding the Russian hordes at bay. Germany has finally consented to the use of Danzig by Haller's forces.

Pictorial Digest of the World's News



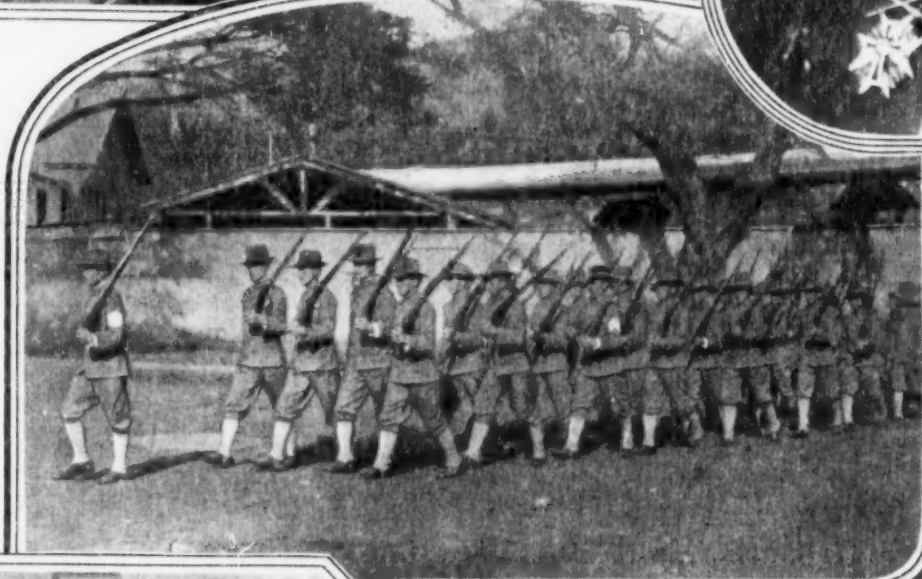
CONSTANZA, ON THE BLACK SEA, NEW ALLIED BASE

Allied troops dispatched to fight the menace in Hungary have been landed at the Rumanian port of Constanza, which lies thirty-two miles southeast of the Danube delta. From Constanza the troops can proceed overland to the disputed Transylvanian provinces or can be routed directly up the Danube to attack Budapest, 450 miles distant. The kaleidoscopic nature of the Hungarian situation, however, makes it doubtful if armed intervention will be required.



CHARGED WITH INTERNATIONAL FELONY

In the eyes of the world the major portion of the responsibility for the war lies at the feet of the ex-Emperor of Germany. The Paris Conference has ruled that one of the first duties of the League of Nations will be to try all those who, like William II of Germany, fanned the flame of the world conflagration. After the Peace Treaty, William Hohenzollern will be ushered before the Supreme Court of the World and indicted on more counts than, perhaps, any other criminal known to history. The international prosecutor, in any event, will have a good case against him on charges running all the way from murder, arson, and conspiracy, to assault and battery and breach of the peace.



KOREAN TROOPS BEING DRILLED TO FIGHT FOR FREEDOM

The Korean uprising against Japanese rule is steadily gathering head. Japanese attempts to stop the revolution by armed force and the institution of wholesale arrests have had no effect. The Koreans have formed a provisional government in Manchuria, declared independence and appealed to the Peace Congress in Paris for self-determination. 100,000 Koreans have been injured in street fighting. China sympathizes but dare not help.



BOER DELEGATES WHO WILL ASK FOR LIBERTY

The newest people to take hope from President Wilson's advocacy of self-determination for the small nations are the Boers of British South Africa. A delegation to the Peace Conference, headed by General J. B. M. Herzog (seated in center of group), Boer war veteran and Nationalist Member of the South African Parliament, reached New York on April 1, bound for London and Paris. The delegates represent the National Free Party in Cape Colony, Orange Free State, the Transvaal and Natal.



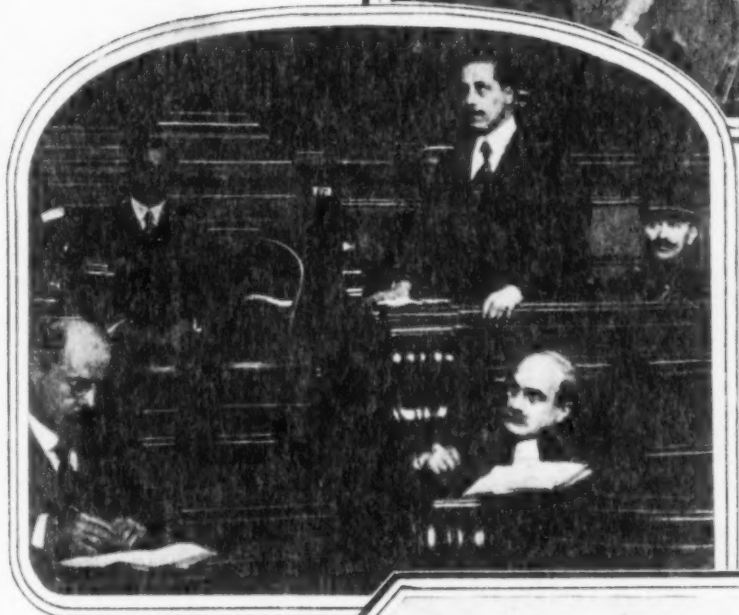
PARISIANS BUYING FOOD FROM THE CITY AT COST

During the past year prices in the French capital have trebled and quadrupled the pre-war figures and the problem of feeding the working classes has become acute. A principal cause for the high cost of living was the railway tie-up occasioned by the enormous demands of the war. In order to forestall difficulties with the restive population, and to put a stop to war profiteering, the Paris Municipal Council has erected wooden huts where, for reasonable sums, the main living commodities are always available.

Pictorial Digest of the World's News

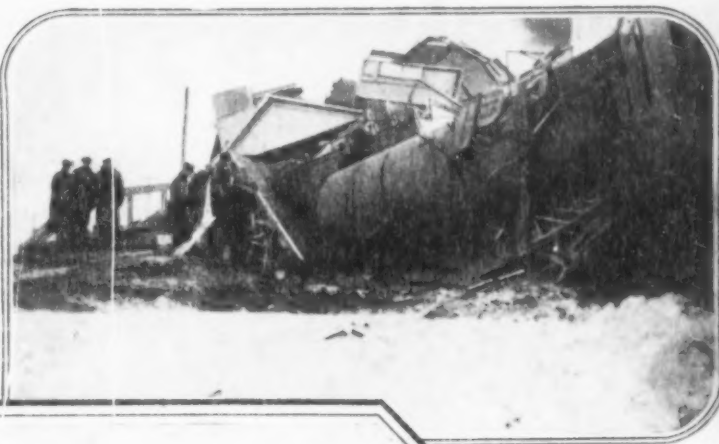
TOKIO SUFFRAGE DEMONSTRATION

Universal male suffrage has won a victory in Japan. Recently Japanese students and laborers paraded through the streets of Tokio, visiting the Imperial Palace and Governmental houses, demanding the vote for all classes. The Government responded by passing a reform bill which has increased the number of voters in Nippon by 1,500,000, making a total Japanese voting population of 12,000,000. Hitherto a Japanese subject was obliged to pay ten yen (five dollars) tax yearly in order to cast a ballot. Only the upper and middle classes could afford the expense. The recent bill has decreased the tax to three yen.



EMILE COTTIN, SPARED BY CLEMENCEAU, DURING HIS TRIAL

Emile Cottin, the discharged soldier-anarchist and would-be assassin of the French Premier, George Clemenceau, who was condemned to death by a military tribunal. President Poincaré has commuted Cottin's sentence to ten years imprisonment in answer to M. Clemenceau's earnest plea that mercy be accorded his assailant. On February 19 Cottin shot and wounded the Premier as he was stepping into his automobile. The "Tiger," as Clemenceau is fondly called by his compatriots, rallied rapidly and has completely recovered. Clemenceau's death would have spelled political anarchy for the French nation.



CANADIAN TRAIN WRECKS GRAIN ELEVATOR

20,000 bushels of wheat swamped this train and smothered the engine crew when a powerful freight locomotive jumped the rails and plowed into a grain elevator near Saskatoon, Canada. The elevator was toppled to the ground and the train partially telescoped. The train was making about twenty-five miles an hour when derailed by frozen snow. The engine disappeared from sight under avalanches of wheat. A passenger, riding in the engine cab, met the same fate as the engineer and fireman.



BRITISH TROOPS TO QUELL EGYPTIAN RISING

Political demonstrations, riots and organized rebellion have swept Egypt from Cairo to Assouan in an orgy of pillage and murder. The riots were fomented by Egyptian nationalists, enraged at the refusal of the Peace Conference to hear Egypt's plea for freedom. British troops, under General Allenby, who drove the Hun from Palestine, quashed the disorders.

How America Paid for Her Wars

By ALBERT BUSHNELL HART
Professor of Government, Harvard University

THE work of the soldier is now almost over; the fighting is finished, operations in the field have ceased; the imperishable list of the dead and wounded is almost completed. Yet when the soldier is no longer needed, the work of the tax-payer and the lender to the Government must continue. That has been the experience of the United States after all previous wars. Our forefathers in the Revolution spent millions on the war while the struggle was going on, and came out with a debt of seventy millions, which forty years later was extinguished by national taxes. Still more striking was the experience during and after the Civil War.

That was the first big war which the American people fought, and it took some time for them to get into the stride. The annual expenditure of the Government just before the outbreak of the war was about sixty millions, the outstanding debt was about fifty millions. In the first full war year (1861-1862) the expenditures were five hundred millions, the revenue fifty millions, and the total debt five hundred millions. Not till two years later did the internal revenue, income and other taxes really come into operation; but in the last year of the war (1864-1865) the Government received three hundred and thirty millions, spent thirteen hundred millions, and owed twenty-seven hundred millions, including the four hundred and thirty millions of greenbacks. Thus the country came out of the war in 1865 with nearly three billions of debt, paying taxes on a liberal scale, and not the least afraid of national disaster.

The war finance was successful; but the peace finance was even more impressive. In the year following the war, with no hostilities going on, the charges for military expenses and interest on the debt were greater than in the first year of actual war, and a third as great as in the final war year. The war taxes had only just begun to draw. For instance, the income tax produced fifty-five millions in three war years, and a hundred and eighty millions in the three subsequent fiscal years. So with the new internal revenue taxes, which in the first year of peace turned in about as much as in the three previous years of war. So willing were the people of the United States to pay the bill for the war that for twenty-five years there was an annual surplus and the principal of the public debt was thus brought down from a maximum of twenty-eight hundred millions in 1866 to fifteen hundred and fifty millions in 1890. John Sherman relates that in 1867 he met Gladstone, who was amazed at the willingness of the Americans to pay burdensome taxes. "The English statesman was sure that the English would never stand a tax on matches!"

This outline of finance after the Civil War does not tell the whole story; for the payments were made and the debt was reduced in the paper money period, which lasted from 1861 to 1870. The peace taxes and refunding of bonds came alongside a steady rise in the standard dollar; so that in 1884 a dollar of taxation meant about twice as much in gold as in 1864—that is, twice as much of the good things that were going.

With all this prosperity of the Government and willingness of the tax-payer, it was necessary after the war closed to make new and heavy loans; and the Government came to the people as it is now coming again, asking for subscriptions to long-term bonds. This was especially necessary in 1866 and 1867 because in the stress of the war the Federal Government had been compelled to live in part on the "seven-thirty" (7 3/10 per cent.) and other short-term issues, which were readily taken by banks and many other investors, because of their high interest. This was



A scene in the Assay Office, Wall Street, during the loan campaign of 1861. Present-day methods for securing subscriptions were resorted to under the direction of Jay Cooke, who wrote "I have been at it from 8 A.M. till after 5—a continual stream—clergy, draymen, merchants, girls and all kinds of men and women—106 subscribed today—we bagged over \$70,000 as the day's work."



During the loan campaigns following the Civil War, Horace Greeley warmly supported the movement in a series of editorials.



The closing of the 7-30 loan—scene at one of the night offices in Bleecker Street, New York City.

good finance, for it gave the Government time to turn round till it could appeal to permanent investors to furnish the money to fund these obligations. By 1870 the interest-bearing debt had been reduced to twenty-one hundred millions, almost the whole in long-term bonds.

Who took these bonds and how were they placed? The investors of the whole country; but they did not march up in a self-propelled procession to the counters of the sub-treasuries to lay down their money and take away their bonds. Then as now they had to be sought and besought. The vast machinery which has so successfully displayed the Liberty Bonds to the vision of the millions who have bought them was then unknown. The banks took up most of the early loans and peddled them out as best they could. In the fall of 1861, Jay Cooke, a Philadelphia banker, was appointed one of numerous agents to sell United States bonds; and he proved a bond-selling genius. On one of his first sales days he wrote to Secretary of the Treasury

Chase, "I have been at it from 8 A.M. till after 5—a continual stream—clergy, draymen, merchants, girls, and all kinds of men and women. . . . 106 subscribed today—we bagged over \$70,000 as the day's work." His success did not come haphazard. Cooke advertised his loans, published the names of subscribers, put an American flag over his door, bagged a thousand railroad men by offering them bonds on instalment, to be deducted from their wages. Next year he was appointed a special agent to place bonds and worked up his sales to a million a day. He worked the newspapers, he sent out traveling agents, he gathered in the hoards of gold at the time when ten thousand dollars specie would buy fifteen thousand in bonds. In 1863 he had a fourteen-million-dollar day. He sold the immense quantity of five hundred million dollars of the five-twenty bonds at six per cent., and saw them go up to 110. Attacked in Congress, and accused of making a million dollars, he was defended by Senator John Sherman, who showed that his total commission was three-eighths of one per cent., of which two-eighths went to the sub-agents.

Cooke was the first financier in America to understand and practice publicity, loudly to call attention of the people to the double opportunity of aiding their country and making an investment for themselves. On the news of the capture of Richmond—which corresponded to the armistice of the present war—Cooke's bank in Washington displayed this inscription:

"THE BRAVERY OF OUR ARMY.
THE VALOR OF OUR NAVY
SUSTAINED BY OUR TREASURY
UPON THE FAITH AND
SUBSTANCE OF
A PATRIOTIC PEOPLE."

That was a good motto for after-the-war loans. Though everybody knew that the fighting was over, subscriptions for the seven-thirty notes ran into figures never dreamed of previously; and on May 13, 1865, thirty million dollars were sold in one day. McCulloch, reconstruction Secretary of the Treasury, continued the Cooke chain of agencies. The Treasury even agreed to back up its agents in making moderate purchases in order to keep the bonds from falling below par.

It soon became necessary to float a large block of six per cents, to pay some of the closing-up expenses of the war, and especially to retire the seven-thirty notes, which took a lot of interest. This led to the offer two years after the war ended of the heaviest Treasury loan ever offered up to that time by the United States—about a billion in all. The people again rallied to the support of the Government.

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Romance of the Silver Greyhounds

The Couriers Who Have Connected All the American Embassies and Legations in Europe with Points Isolated During the War

By M. K. WISEHART

THE Greyhounds have linked together American interests in the capitals and throughout the hinterland of Europe. Traveling day and night by rail, automobile, motorcycle, torpedo destroyer, airplane—and filling in the gaps on foot when other means of transportation fail—they have kept the American Commission to Negotiate Peace the best informed of all the commissions on the rapidly changing economic, political and military conditions throughout the chaos that is Europe today.

These extraordinary couriers are fast becoming a legend, better known than the "King's messengers." They have carried to a new height of drama that legend of the American postal service: "Neither snow nor rain, nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds." They have not—as was reported in Paris a short time ago—been eaten up by wolves in the Balkans, for that story is said to be part of the Napoleonic legend and not an authentic item in the history of the couriers. But the Greyhounds have had their close escapes from death—by airplane falls and machine-gun bullets. They have had their pistolling altercations with Serbian deserters; they have declined the dinner invitations of charming women at Berne and The Hague, and they've checkmated the spies of the Central Empires. Continually coursing the map of Europe along routes that total over 11,000 miles they have yet to lose a single piece of mail of any description.

In Paris today one is learned indeed who can identify every American officer by the device on his shoulder. Few persons have ever seen a long, leaping, silver greyhound on a field of blue with a narrow border of gold. It is the insignia of the smallest, the most restricted, the most popular and one of the most important branches of the American army and the American peace machine in Europe. The officer who wears the Greyhound on his shoulder is one of seventy—known technically as "Official Diplomatic Couriers," but to the service, whether in Odessa, London, Constantinople or Paris, as the Greyhounds.

The Greyhounds have had serious work to do. Theirs is the task of carrying dispatches that have to do with America's part in the great historic readjustments being made in Paris; they bring back the news that determines American policy in many important particulars. Just as in war-time they went through the thick of the fighting, over dark, foggy, shell-torn roads, through crowded cities filled with frightened refugees, now they go through the disordered lands of the enemy and the Bolsheviks, and are compelled to meet with initiative and precision the emergencies that arise from deranged transportation facilities, mobs, deserters and machine-gun marauders.

As constituted today the service is composed of seventy officers aside from the one hundred who made the transatlantic courier's voyage during the war. The seventy men have been picked for special qualifications, including quick mental adjustability and a command of languages. They include aviators, staff officers, medical officers, engineers, honor men from the front and men who have rendered distinguished service in the Headquarters of the Services of Supply. In private life they represent widely diverse pursuits—law, medicine, banking, business. Besides, there is a Greyhound poet and a marine artist.

These officers have opened up Germany under the sullen gaze of the Germans themselves [to communication with the Peace Conference in Paris. They go speeding from Paris with dispatches for Bucharest, Belgrade, Constantinople, and go not only into the heart of Poland, Czechoslovakia, Yugoslavia, but also into the troubled fastnesses of Russia.

In the office of Major Amos J. Peaslee, who established the war-time transatlantic and the European courier service as well, is a map on which the Greyhound routes are traced in fine-spun lines. Not including the unindicated routes nor the far-flung lines to the United States and the Far East, the total mileage is something over 11,000. A working schedule of distances and points between which the Greyhounds travel daily or tri-weekly is about as follows:

London to Paris	342	Turin to Trieste	690
Paris to Rome	901	Trieste to Vienna	369
Rome to Tarente	353	Trieste to Belgrade	448
Constantinople to Constanza	225	Belgrade to Bucharest	461
Constanza to Bucharest	149	Paris to The Hague	290
Bucharest to Vienna	814	Paris to Berlin	766
Vienna to Basle	690	Berlin to Danzig	574
Basle to Paris	288	Danzig to Warsaw	190
Paris to Berne	488	Warsaw to Prague	344
Berne to Vienna	690	Prague to Vienna	187



Major Amos J. Peaslee, through whose efforts an organization was developed which is credited with being the most efficient diplomatic courier service in Europe.

Two officers of the Greyhound service were the first Americans to go to Belgrade after the armistice, and they traveled on lightless, heatless trains without windows and proceeded without schedule. Serbian deserters who boarded the train proved to be menacing characters. The Americans were compelled to guard their sacks constantly with drawn revolvers and to take their sleep in watches. When the train reached a town where there was a Serbian military command one of the officers held the deserters by the point of his pistol while the other summoned the military authorities. While the train waited at the station the Serbian commander held a general court martial and sentenced the deserters to imprisonment.

On the return of the officers to Paris after eight heatless, lightless nights on trains, after two fights with deserters besides the episode that ended in a court martial, one of them was asked how he liked his job. Weary and dirty, worn out as he was, his shoulders went back and his head went up as he declared: "It's great! There's nothing like it to keep you going!" After a bath and a night's rest that particular officer started the following morning for Berlin.

The Greyhounds have never been "out of luck." They have had escapes that were in the nature of special dispensations. Many of the seventy wear stripes on both sleeves. During the war men were killed all around them, but through all their active service, whether in war or the opening era of peace, their records show as yet not a single fatality.

One of the closest escapes from death was the fortune



Couriers grouped in front of the American Embassy, Berlin. The officers are among those who went to Munich by German bombing plane accompanied by armed guards.

of a Greyhound who recently took the regular daily passage by airplane from Paris to Brussels. He left Paris at noon with a big 300 h.p. Brueget plane and a French pilot. The distance is 235 miles and it is usually done in an hour and fifty minutes.

On this day the courier had traversed almost the entire width of the battlefields and devastated area between Paris and Brussels and was coursing on at an altitude of 2,200 feet when the most dreaded of airplane accidents happened. The controller of the machine snapped off.

Down, down, whirled the heavy plane, spinning in a hopeless vrille from 2,000 feet. When within 200 feet of the ground, by the chance that is the Greyhound's luck—one in a 1,000—the plane caught the air and the spin changed to a precipitous glide. It was only for an instant, but the moment's glide made all the difference and was enough to check the fall. Arrested for that brief moment, the plane slipped again and crashed to the ground a total wreck.

To the astonishment of three Belgian peasants who rushed to the scene, not only were the courier and his pilot able to pull themselves out from the debris, but also the Greyhound—Lieut. Silas B. Egly—scrambled to his feet, and, looking for the nearest road, said in his now broken French:

"Umph! I want an automobile!"

After commandeering the first car that passed, the courier hurried on to Brussels and delivered his dispatches only two hours later than usual, after which he got treatment for a broken nose, dislocated shoulder and sprained wrist.

The Greyhounds go in all sorts of weather, rain, fog and mist, as I know from having flown with the hounds to Brussels and back. We left at noon that March day when the sun was almost willing to shine in the vicinity of Paris, but we ran into mist and rain. The hounds hunted the heavens high above the clouds to escape the rain and climbed up, up, up to warm their backs against the sun. When we came down—it was a three-minute descent through an extraordinary depth of cloud—it was to find the way to Brussels for the hounds had lost the scent. The Greyhound pilot picked up a channel, a railroad bed and a road running close together. This combination was one indicated on the map, but it happened to be the same combination leading in the wrong direction—far from Brussels. At last the hounds came down still lower to fly over swamps, stark forests, half a dozen ruined villages, looking for some sign of life or the name on some shattered railroad station. But there was no life in those towns, and none was found until the Greyhounds settled down in a mud-patch in the outskirts of a town that proved to be Laon, 200 kilometers out of the way from Brussels. Two stolid Algerian soldiers, such as seem to be paired off in every town of France, were the first to come up. They knew no French; they didn't know the town they were in. What seemed to be the rest of the population of Laon, two peasants, supplied the necessary information as to the name of the town; and, though Laon wasn't even on the map carried by the Greyhounds, the way to Brussels was resumed.

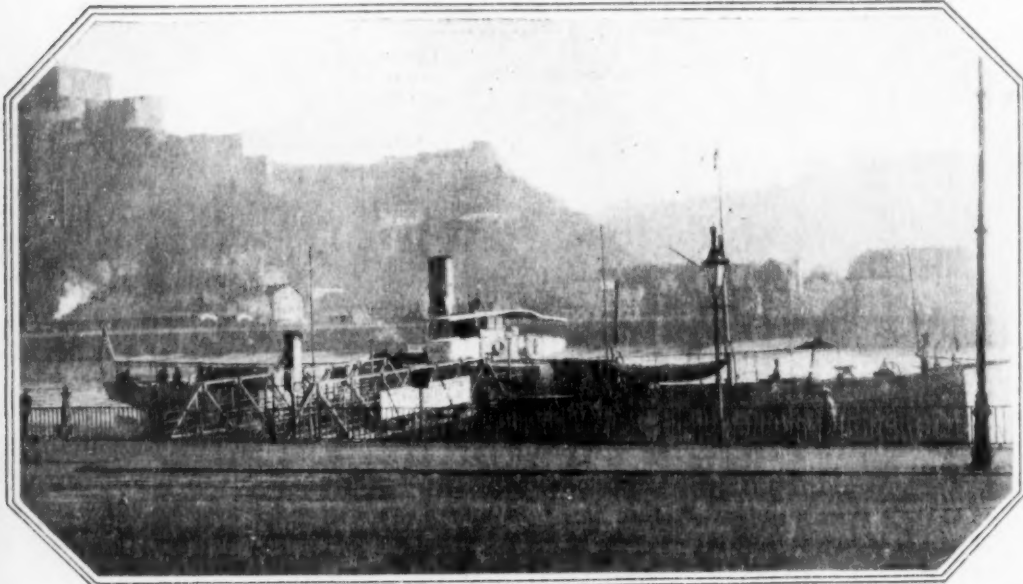
There has been no more interesting phase of the Greyhounds' work than the opening up of communications with Central Europe. When the first American political mission went into Austria, Major Peaslee with six of his couriers accompanied the party, traveling to Berne by automobile and then by special train to Vienna. Paris at that time was still under the gloom of war. Wild rumors were afloat as to the fate of Americans who ventured into Boche territory. Roving bands of "Reds" and starving deserters were said to be waiting for the Americans at every station. It was a little to the chagrin of the Greyhounds that Vienna welcomed the Americans with open arms; and it was in fact difficult that the attitude of belligerents in belligerent territory was maintained.

The first couriers to go to Berlin accompanied the economic mission early in February. They arrived only a few days after the Spartacist rioters had made Unter den Linden a wreck and the splendor of the ex-Kaiser's palace a gaping bulk. During their stay the couriers found few difficulties except in connection with the bureaucratic methods of the present Government, which seem to be quite as entangling as the system under the Junkers. Because of prevailing conditions the couriers found their liberty restricted, but this was because of the

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With Our Picked Troops on the Rhine

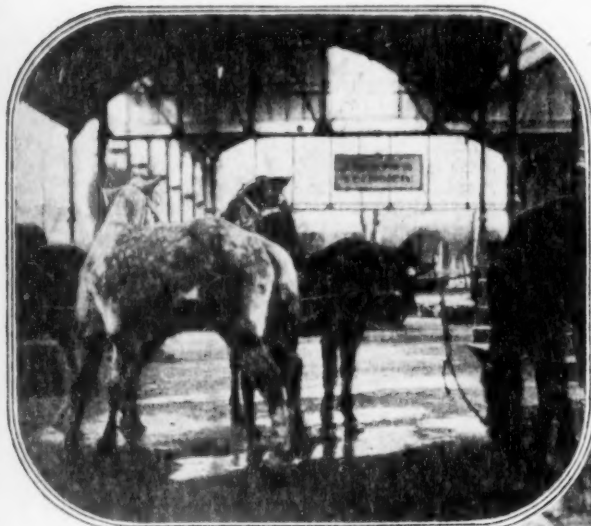
Photographs by LUCIAN SWIFT KIRTLAND, LESLIE'S Staff Correspondent in France



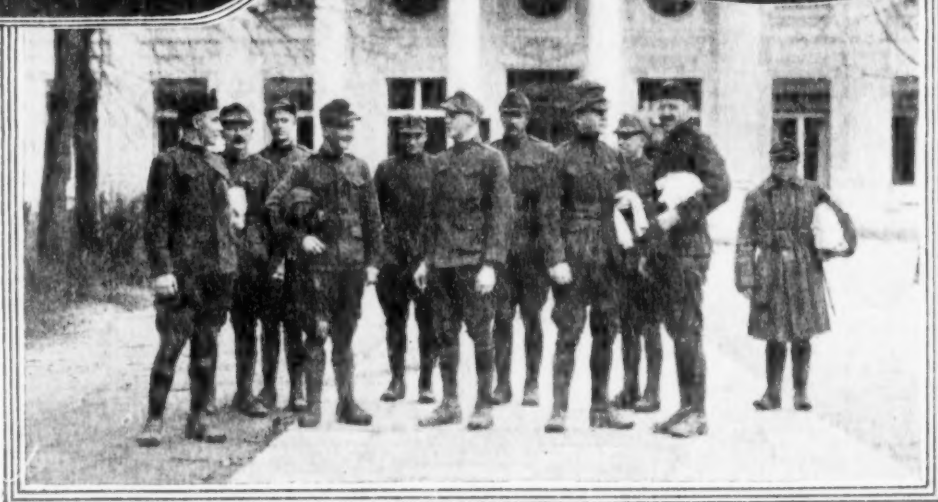
There are many stories of strange maidens and their alluring music which draws (or drew) unsuspecting and romantic mariners to their doom on the Rhine rocks. Today there are thirteen American patrol boats manned by American marines going up and down that same Rhine; but alas for romance—even if marines and present-day Rhine maidens be romantic—general orders read "No fraternization" and the M. P.'s are right on the job to enforce the edict.



The 42nd Division (the Rainbow) sustained, as everybody knows, heavy shock fighting all last summer. This is the headquarters of Col. Tyndale, 150th Field Artillery, at Neuenahr, with Col. Tyndale standing on the sidewalk.



Neuenahr was once, and probably again will be, one of the great watering places of Germany. Now it is the doughboys' own town, and the doughboys' horses are "billeted" in the great casino. Said horses are drinking free gratis for nothing the aerated sulphur water which used to cost the millionaire invalids twelve cents for a small glassful. They are also rigidly observing the "No Smoking" sign.



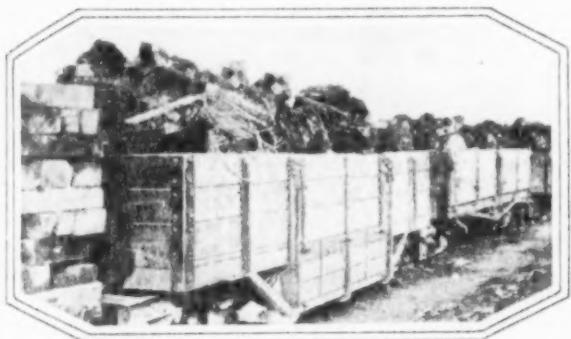
The world may be tired of hearing of the mud of the trenches, but the doughboy who knew of the real thing is never likely to forget what the reality was. Just now the army of occupation is scrubbing off the mud of devastated France in the luxurious baths of Germany. Once these expensive baths were reserved for American and other travelers who came to take the cure armed with a millionaire's check book.

"Slum" hour for the 42nd Division (the Rainbow) in Germany. The latest development in the always complicated and difficult job of having plenty to eat at the front is that supplies are not to be sent across France, but will be landed in Rotterdam and brought to the army of occupation by Rhine boats. The Rainbow Division suffered a total of 12,252 battle casualties; that is, killed in action, wounded, missing in action and prisoners.

The Aftermath of War



A real honest four-handed game of cards. Each of the cardplayers in this "quiet little game" has only one hand, but they are learning to make it do the work of two. They are patients at the Walter Reed Hospital at Washington.



Tons of barbed wire gathered up for the British by Chinese contract labor on Vimy Ridge. Our engineers are now using several hundred thousand men in the process of cleaning up. It has been decided to sell this material.



This is all the Hun left of the house in Noyon where John Calvin was born, July 10, 1509, and where he lived until he was fourteen years old. His father was comptroller of the currency of Noyon District and secretary of the diocese. John Calvin's birthplace weathered four centuries, but like every other house in Noyon, it has been totally destroyed by the Huns. The Protestant churches of America may be interested in restoring this building, if it can be done. Work is already under way for the restoration of Protestant churches destroyed by the Germans. A commission now in Europe representing the Methodist Episcopal Church has already given \$60,000.



Just a good average American homecoming, one of thousands. Of course it was a happy welcome home that Col. Fred Galbraith, commanding the 147th Infantry Regiment, Cincinnati's own, received when he stepped across the threshold of his home in Cincinnati. He is becoming acquainted with his baby, at their first meeting.



One of many versatile tractors working in the fields around Lille slowly and painfully reclaiming small areas which have not felt the hand of war too overwhelmingly. These tractors were sent to France by the British to haul light field guns; now the French farmers borrow them and their chauffeurs for work in the fields. Truly this is a new version of beating swords into plowshares.

How Harrison Chose His Cabinet

Interesting Revelations of a New President's Troubles

By COL. E. W. HALFORD

EDITOR'S NOTE—In recent issues of LESLIE'S appeared the first articles in a series by Col. E. W. Halford, who, as editor of the Indianapolis Journal, and afterward as secretary to President Harrison at the White House, had a very intimate acquaintance with public men of both parties at a time when national politics were at the boiling point. The accompanying article gives an interesting account of the way in which a presidential cabinet is chosen.

WITHIN a week after the election it was agreed between Gen. Harrison and myself that I should become his secretary when he went to Washington to assume the Presidency, I to retain editorial control of the Indianapolis Journal in the meantime. But the rush of visitors and the deluge of correspondence were overwhelming, and he decided to announce the selection and have me come to him at once, saying he did not care to have two persons in such confidential relation, one antecedent to the inauguration and another to take up the work from that point. I assumed the secretarial duty November 20, retiring with no little regret from a continuous newspaper service of more than a quarter of a century.

The selection of the Cabinet was a major topic of conference and consideration. The President-designate was visited by numbers of political leaders, both individually and in groups, who pressed their views as to who should be summoned to take their place in the official family. One of these groups came from Ohio, Gen. Harrison's native state, headed by Benjamin Butterworth, the Cincinnati Congressman. Butterworth made a somewhat lengthy and perfervid statement of the general qualifications that should mark a Cabinet officer. When the Major concluded Gen. Harrison quietly and quaintly remarked that with all that had been said he was in hearty accord, adding, "Now, will you kindly name the man you have in mind? I cannot appoint a photograph, however accurate and lifelike!"

Some criticism was indulged in over what appeared to some special friends to be tardiness in announcing the selection of Mr. Blaine for Secretary of State. Attention was called to the Garfield-Blaine correspondence in 1880, commenting in quite unfriendly tone upon indifference to Mr. Blaine's claims. As a matter of fact there was never any question of Mr. Blaine's selection; but Gen. Harrison had his own ideas of the proprieties involved. He was not President-elect by the popular vote. Presidential electors had been chosen by the several States, but there would be no election of a President until the electors met, and under the terms of the constitution had cast their ballots. Harrison did not feel that he had title to the office until this was done, and it seemed to him improper and precipitate to assume the semblance of authority before that formality was gone through with, if, indeed, it should prove to be only a formality.

There was some divergence of opinion in inner circles as to the wisdom of Mr. Blaine's appointment. For one, I urged the selection of John Sherman, who had been Harrison's chief opponent in the Chicago convention. There was not a shadow of reason for my judgment that would detract from the highest estimate of and regard for Mr. Blaine. I had known him as a great

public character for years, and during his continuance in office he was ever considerate and helpful to me. But I could not believe that mentally and temperamentally Harrison and Blaine would "meet"—using the word as lawyers use it—with that completeness essential to the best working out of the necessary close relation between President and Premier, the latter in the American sense of the term. Gen. Harrison had the highest regard for Mr. Blaine's abilities and public services and Mr. Blaine had equal regard for Harrison's. But they could not, and did not, "homologate"—as an old friend of Harrison's used to say—while there were outside influences that I feared would make themselves felt sooner or later, that would not tend to bring the two men into closer assimilation, to say nothing more or stronger. The suggestion was offered that Mr. Blaine would make a most acceptable Minister to England, the leading diplomatic post—a place that had been held by such men as Charles Francis Adams, John Lothrop Motley, and others of the highest grade of America's public men.

But Gen. Harrison's mind never swerved, and he finally said,—and the only time he so addressed me—"Brother Halford, you and I will not have so good a time in Washington with Mr. Blaine out of the Cabinet as with him in it."

When the electors had completed their work Gen. Harrison at once dispatched letters—one an official tender and the other of a more personal character—asking Mr. Blaine to become Secretary of State, and similar ones to Senator W. B. Allison of Iowa, offering him the Treasury portfolio. Mr. Allison had declined this office under President Garfield; but Harrison felt that he might persuade him to accept the place now, and asked him to come to Indianapolis that he "might set in order the reasons for hoping for his acceptance." In those days greatest secrecy was observed about such matters as Cabinet appointments. To throw the newspaper men off the scent and to stop any possible leakage, these letters were enclosed in plain envelopes, addressed by me, and placed in post-boxes located in widely distant parts of the city. Such precautions seem absurd under present conditions, and my newspaper instinct rather revolted at them then.

Mr. Blaine promptly accepted in cordial terms. Mr. Allison came out, and after a personal interview with Harrison again declined to leave the Senate. While the General and the Senator were together, Mr. W. H. H. Miller came into the room and was presented to the visitor. On his leaving Harrison said, "Senator, that is the man I would rather have look up for me the law on a question than anyone I know," a remark that gave me the first indication of the possibility of his law partner becoming Attorney-General.

Mr. Allison's declination left the Treasury post open. When editor of the Chicago *Inter-Ocean* I had been somewhat intimate with Mr. Windom. The Northwest was given over to the "Grange" sentiment, and the question of interstate commerce was a live one with the great farming community. Mr. Windom had been chairman of the Interstate Commerce Committee of the Senate, and a leader in legislation on that subject. I said to the General that since he had gone into the Garfield Cabinet for Secretary of State he could not do better than offer the Treasury to Mr. Windom. He was a man I knew the President would like, and there would be the largest confidence and pleasure in their personal and official relations. Mr. Windom was invited to Indianapolis, and had a most agreeable interview. Careful inquiry was made as to his acceptability, in view of the fact that since leaving the Senate he had gone into business in New York City with an office located in the hateful "Wall Street" district. The way was satisfactorily cleared, and Mr. Windom was offered and accepted the Treasury portfolio. His relations with the President were cordial. His sudden death at the New York Chamber of Commerce dinner, just at the conclusion of a great speech, with cheers sounding in his ears, was a hard blow to the President. The latter was at dinner with one of his Cabinet, at which Mrs. Windom was present, when the news of the tragic death came, and it fell to his lot to communicate the fact to the suddenly made widow and to accompany her to the bereaved home.

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The Heroic 2nd Division



Troops of the 2nd Division near Coblenz, Germany, before the review and inspection by General Pershing. The division is composed of regular army troops and marines and saw some of the hardest fighting of the war. The review was an impressive ceremony and was held on the Rhine hills back of Vallendar. Fifteen thousand men of all branches of the service were drawn up in full equipment while the commander walked along their ranks and frequently stopped to chat with the boys who had been wounded and praised the 2nd Division's war record.



Major-General John A. Lejeune, commander of the 2nd Division, and the first Marine Corps officer to command regular army troops, photographed at Vallendar, Germany, during General Pershing's recent visit to our Army of Occupation. General Lejeune is wearing the Cross of a Commander of the French Legion of Honor and the American Distinguished Service Medal, awarded by General Pershing. General Lejeune was in command of marines at Chateau Thierry and Belleau Wood and was later given command of the entire 2nd Division.

General Pershing decorating seventy-eight men of the 2nd Division with Distinguished Service Crosses.

Bitter Lessons in Bolshevism

Photographs by DONALD C. THOMPSON

LESLIE'S War Photographer in Siberia



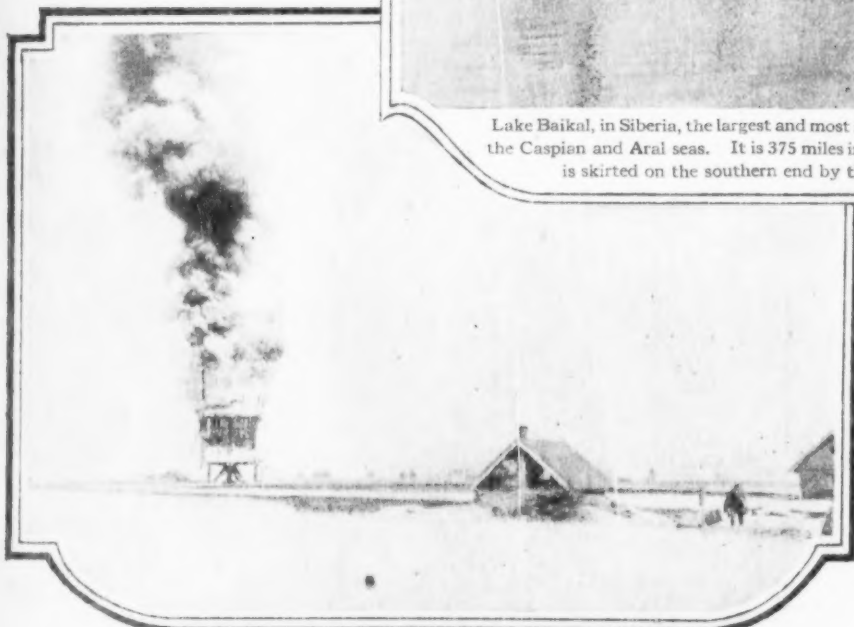
Russian railway transportation having broken down completely, the highways are filled with many types of vehicles. The transportation of Russia has never been of the best, its railroad service never having been developed adequately and its highways and canals being inferior to those of other great countries. The carts shown above now furnish the transportation for the new Russian army's supplies.



A water tower on the Trans-Siberian Railroad destroyed by a Bolshevik shell. Not only has the railroad's rolling stock been depleted, but also stations, towers and other buildings have been destroyed or allowed to go to ruin.



Lake Baikal, in Siberia, the largest and most important inland water in Asia except the Caspian and Aral seas. It is 375 miles in length and 37 miles in breadth. It is skirted on the southern end by the Trans-Siberian Railroad.



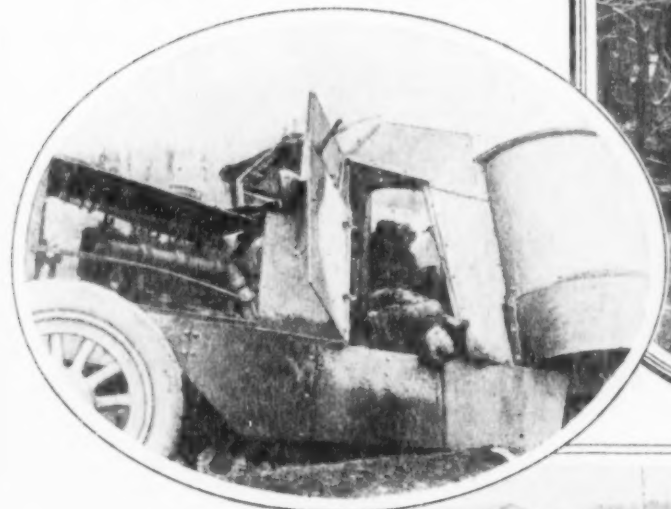
Despite the scarcity of grain in Russia great quantities are destroyed by marauders who rove in bands. This particular granary was burned by the Bolshevik troops.



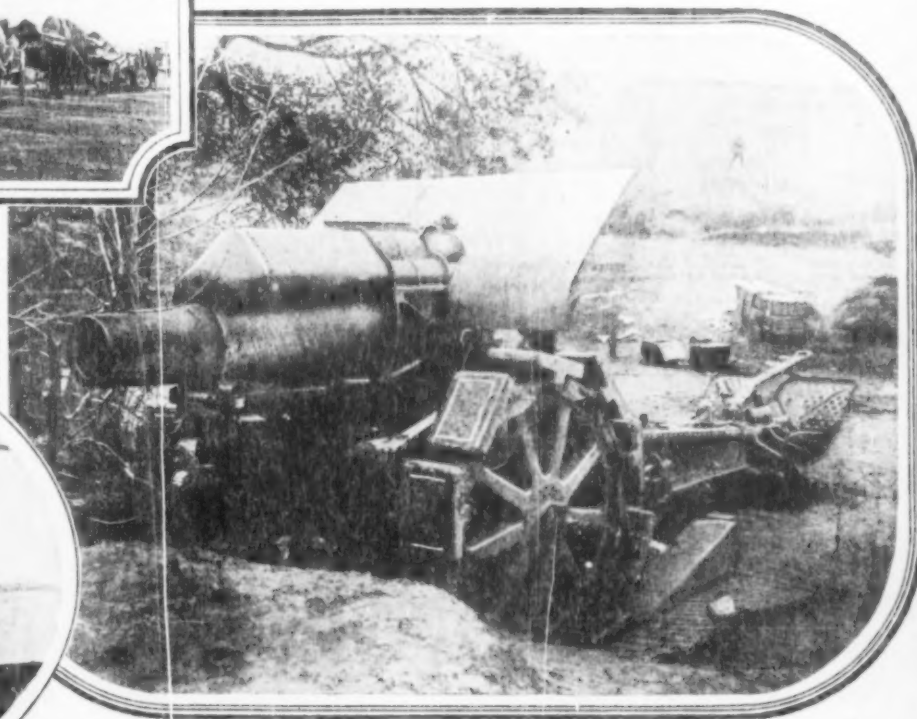
Russian women washing clothing through a hole in the ice of a lake back of the former Czar's prison, near Ekaterinburg.



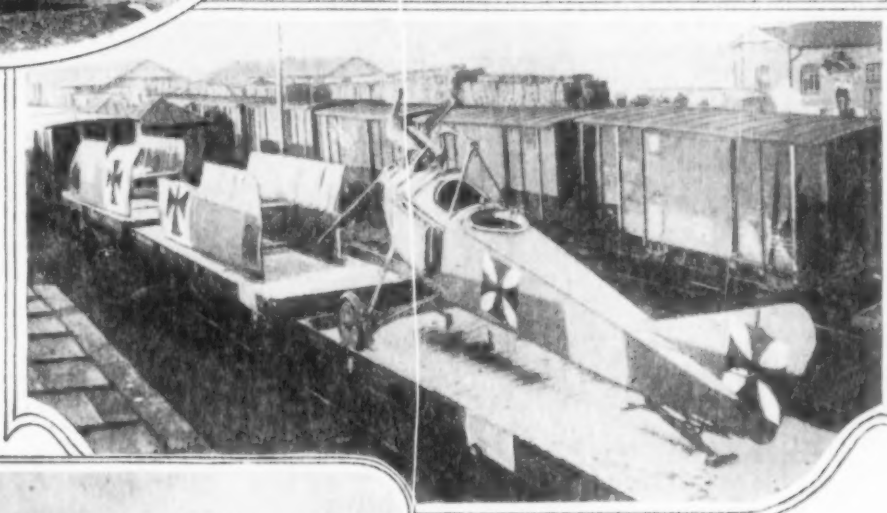
Czechs camel transportation train in western Siberia. The Czechs have been forced to build their own commissary and supply trains from such materials as the country in which they are operating offers.



A Bolshevik armored car which made an attack on the Czechs. Three Czech soldiers with grenades and rifles put this car out of commission. The Czechs, having damaged the engine, mounted the roof of the car and dropped a grenade through a ventilation shaft.



A Bolshevik gun captured by the Czechs. It is a great German howitzer, well supplied with ammunition; the edge of a pile of shells appears in the right background. Owing to the inability of the Red army to withstand a campaign by the Allies, many of these guns have been captured. Often a Bolshevik army of several thousand men will melt away in a night upon the rumored approach of a strong Allied force.



A German airplane used by the Bolsheviks and taken by the Czechs. Several such planes have been lately taken or destroyed.



German prisoners who joined the Bolshevik army and were taken again by the Czechs. Many Bolshevik officers have been drawn from among German and Austrian prisoners. These men are still wearing their German uniforms.



After a Bolshevik airplane had passed over a camp of Russian soldiers. Only one bomb dropped by the aviators took effect, but several of the horses were killed by their machine-gun fire.



Baseball's Greatest Season Opens

By EDWIN A. GOEWEY

WHEN the curtain goes up on the 1919 baseball season, it will usher in the greatest revival of the sport in its history. And this does not mean that the regeneration will be confined to the major leagues.

A careful canvass of the situation has indicated that the entire country is on edge for the revival and that the awakening will extend even to practically all of those places in which the game was wrecked by the demands of war and the lesser organizations were driven to the wall.

Athletics played a most conspicuous part in preparing our boys to go "over there" and win quickly and surely, and sports, particularly America's national pastime, kept the fighting forces in condition and assisted materially in maintaining the general morale. Now the men who thrashed the Huns are coming back, more fond than ever of the various out-of-door games, and they will add hundreds of thousands to the army of persistent fans. Why, as far back as February the big league teams began selling reservations for the opening games and arranging excursions to carry rooters to other cities where the schedules called for certain clubs to open away from home.

Unfortunately a short season of 140 games, beginning April 23, was determined upon when it was too early to correctly forecast the baseball fortunes of 1919. This was soon after the signing of the armistice, when General March, Chief of Staff of the U. S. Army, wrote President Johnson, of the American League, that baseball should be resumed this year. Later, when the open winter indicated that an early start might be made with profit to all concerned, it was too late to change the schedules.

There have been cuts in salaries, such as after-war conditions compelled; but they have not been radical. However, it was to be expected that these reductions would be made, for the major teams could not exist much longer if the managements were forced to continue paying the stipends exacted by the players when the dead and unregretted Federal League made an attempt to "horn" into the big show and raided the established leagues. There also have been cuts in the number of players carried by the major league teams, effective after the early part of May. The number is small, but may prove sufficient. Personally, I doubt it, and only a camouflaging of the rule will occur if any team has a number of ill or injured players at the same time. Even thrift can be carried too far. The other new rule, limiting the practice season to one month, was too silly and parsimonious to be obeyed. And being too foolish to enforce, the players did not hesitate to break it and many began putting themselves into condition long before the specified time. Why shouldn't men who earn their livelihood through physical effort train half the year if they so desire?

Both of the big leagues had a large number of men in the army and navy. Estimates place the number at more than 100 from each organization. On the other hand, there were a considerable number who, as soon as it became certain that the United States must play an active part in the war, rushed for the shipyards and munition plants with such speed that you couldn't see them for the dust. For a time it was said that these would not be taken back by the major leagues; but business is business, even in baseball, and with the assurance of peace the club owners and managers promptly reversed themselves and all of these men were given the signal to return to the baseball fold and redon the spangles. Those who did not make a bee line for the "essential" industries until ordered to do so by the Government or fight probably will escape the sarcasm of the fans; but the others, when they blunder, are sure to hear some pertinent remarks from the stands and bleachers. This will be unfortunate, as some of the loudest howlers will be those whose most arduous war service was cheering the real battlers as they marched away to war.

The recent winter and spring months brought with them some startling changes in the team lineups, and this



1, Zach Wheat; 2, Hank Gowdy; 3, Vitt; 4, Duffy Lewis; 5, Herbert Thormahlen; 6, Kid Gleason

general shakeup—the game's most startling for a long time—has brought new faces to every big-time club. Only the season's progress will determine which of these changes have been for the better, but the outlook indicates that most of them will make for improvement in balldom.

Hank Gowdy, of the Braves, hero of the 1914 world's series, who surely did his full bit in the big war, will be the most popular player on the diamond this year. He was the first big league player to enlist, went to France and won commendation for his efforts in the actual fighting. McGraw tried to purchase him for \$15,000 in cash, but his manager said, "Nay." William Gleason—to the fans "Kid"—Gleason—fully as aggressive a baseballist as McGraw, succeeds Clarence Rowland as manager of the White Sox, world's champions of 1917. Gleason, now more than fifty years of age, has been in the big leagues more years than most of the fans can remember. This is his first assignment as "boss" of a team; but he has been assistant manager of the Phillies and White Sox, and held this post when the latter beat the Giants in the 1917 world's series. He was captain of the Phillies from 1903 until 1907. He should be a success, for he is a two-fisted fighter, literally and figuratively, knows baseball from the ground up, and has achieved success as a pitcher and infielder.

Both McGraw and the New York fans chuckled when Pat Moran was engaged to act as the Giants' coach. Next to McGraw, Moran, at the head of the Phillies, was considered the best manager in the National until Fred Mitchell landed the Cubs on top last season. Many felt that the Quakers made a mistake in letting Moran out and John J. eagerly signed him at \$5,000 to coach for New York, a post never really filled since Wilbert Robinson, with McGraw's backing, left it to handle the Dodgers. Then a peculiar thing happened. The Reds, who did not know when Mathewson would return from Europe and needed a manager, but passed Moran up until he joined the Giants, made a bid for him. "Mack" generously permitted Pat to take the position offered and the fans want the latter to make good, if only to prove that the Quakers failed to appreciate his true worth.

W. F. Baker, president of the Phillies, who has been scored by some Quaker critics for certain of his baseball acts, will be in the limelight this season. When he sold the releases of Pitcher Alexander and Catcher Killifer to the Cubs for \$50,000 in cash the Philadelphia fans were stunned, and no wonder. The latter received another jar when Moran was let out, and Jack Coombs was made the Quakers' pilot. From the time Jack was released unconditionally by Connie Mack in 1916 and joined the Dodgers, there was talk that some day he would become a manager, and now he is to display his ability in this line, but without the assistance of the star battery which kept the Phillies on the baseball map for a considerable time. Probably Baker expects Coombs to rebuild the team largely through the knowledge the "Iron Man" obtained when he was one of Mack's most valued lieutenants.

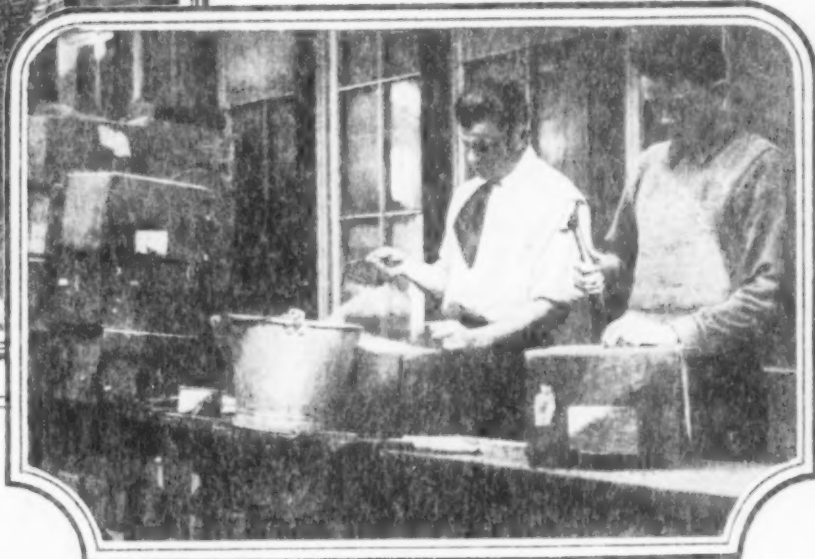
The fact that Christy Mathewson was in service abroad when the Reds' management decided they must settle upon a manager for this year and obtained Moran probably was a most fortunate circumstance for the erstwhile "Peerless One." When Matty returned to the States he was signed as chief coach of the Giants, and McGraw, who desires to give up field work and confine his energies to the executive end of the game, stated that he would break the famous pitcher in so that in a couple of years or less his could take over the club's management. Matty did fairly well in Cincinnati. "Mack" may stick till he wins another pennant, as he desires to be the managerial champion of the majors with seven to his credit. He and Connie Mack are the only ones who have won six. Matty now is back with the team on which he earned such amazing fame, and in the town where all the fans are his friends. It is to be hoped that he will make good in New York, for he has been a shin-

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German Bologna and American Ladybugs

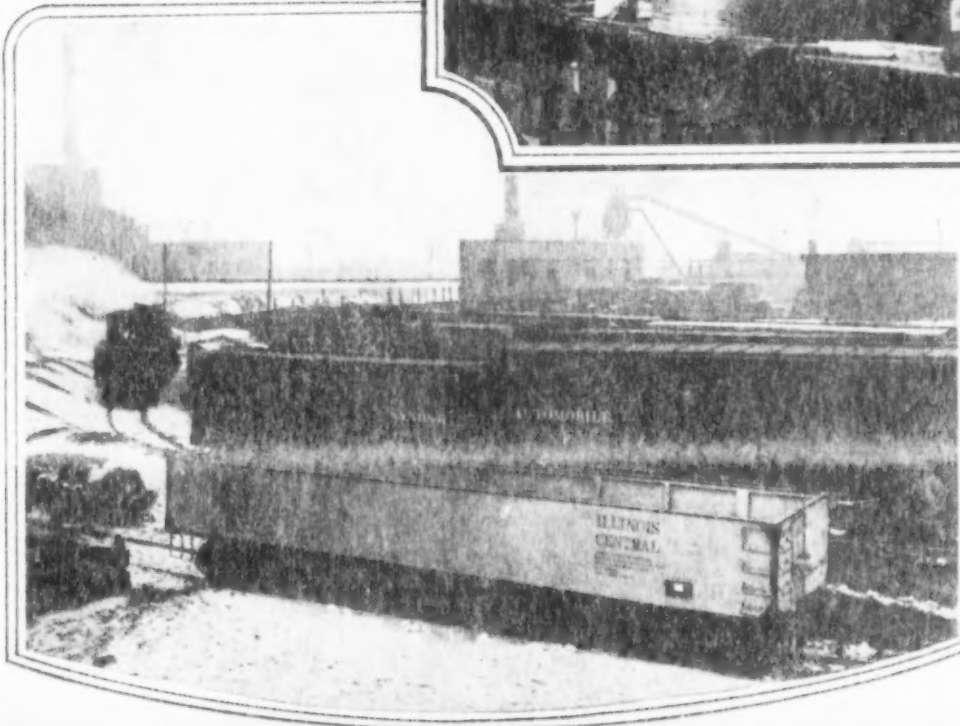


Another American army, a billion strong, is on its way to France. Not doughboys this time, but little black and red spotted beetles which we call ladybugs.



If this picture does not discourage their appetite for the delicacy known as imported German bologna, those who are fond of it will be interested to know that it will probably soon be found again in American markets. The idle factories have been seized by the revolting soldiers who are now operating them solely for their own profit.

The Illinois Central Railroad Company recently put into operation the first reinforced concrete freight car ever constructed. The car has a capacity of 110,000 pounds, and because of the rapidity with which it can be reproduced and the low cost, it is expected that this type of car will be generally adopted by the railroads for coal-carrying service.



Packing ladybugs for shipment from California to France. The bugs are collected in the Sierra Nevada Mountains in the winter, kept in cold storage, and will be liberated this spring in the fruit orchards of France. They will prey on the insects which destroy the fruit and vegetable crops of France. Five hundred boxes, each containing over 300,000 bugs, have already been shipped. The State Government sends four tons of ladybugs to the Imperial Valley each spring to prevent the plant lice from eating up the melon vines.

The Young Minister of a Young State

CHARLES PERGLER, the young American attorney, who has been appointed Commissioner with plenary diplomatic powers from Czechoslovakia to the United States, has been active in the work for the disruption of the old Austria-Hungarian Empire and the establishment of an independent Bohemian nation for many years, his work along that line paralleling his activities in the Americanization movement in the United States.

Born in Bohemia thirty six years ago, Mr. Pergler was brought to America when he was eight years old and received his early education in the public schools of Chicago, where his parents settled. He returned to Bohemia at the age of sixteen and became interested in sociological work. He was one of the organizers of the Union of Clerks and at the age of nineteen was the representative and spokesman of that Union in the Prague Trade Union Council. During an anti-Austrian demonstration, Mr. Pergler was wounded by an Austrian policeman.

At twenty-one he returned to America and engaged in newspaper and educational work in Chicago. He became a naturalized American citizen, studied law in his rather infrequent spare hours and was admitted to the bar in Iowa in 1908. Until 1917, he devoted himself to the practice of his profession and to the study of political science. During this period he published a life of Wendell Phillips in Bohemian, and a handbook in civics that has become the text-book and guide for the Czechoslovakian.

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WILLIAM HALL



DR. ALICE HAMILTON

Harvard's First Woman Professor

DR. ALICE HAMILTON of Chicago is the first woman to hold a position on the faculty of Harvard University, the board of overseers having appointed her assistant professor of industrial medicine in the Harvard Medical School. Dr. Hamilton received her medical degree from the University of Michigan, and later studied at Leipzig, Munich, Johns Hopkins, University of Chicago and Pasteur Institute, Paris. Dr. Hamilton is famous in the medical profession for her work as a bacteriologist, and since 1910 she has spent much time investigating industrial poisons for the U. S. Department of Labor. She has been professor of pathology in Women's Medical College of Northwestern University, bacteriologist Memorial Institute for Infectious Diseases, Chicago, and medical investigator Illinois Commission on Occupational Diseases. Dr. Hamilton lives at Hull House, Chicago, and has been active in the woman's equal suffrage movement.



DR. ALICE HAMILTON

He Heads the Red Cross in Siberia

THE time may be fast approaching when America will tire of feeling Bolshevism in Russia, but any change of policy in the matter will not deprive Dr. R. B. Teusler of the credit due him for his untiring efforts in providing for refugees in Siberia. Dr. Teusler has been head of the American Red Cross mission in Siberia for many months, and he and his associates have provided for over 200,000 children, to say nothing of the thousands of adults who have been clothed and fed by the Red Cross. Had it not been for the generous administration of the association, the suffering in Siberia during the past winter would have been far worse, terrible as it was.

A New Man by Fire's Baptism

TWELVE years ago, when the lower East Side of New York was infested with gangsters who levied tribute, robbed and murdered and upon occasion shot each other up, "Monk" Eastman was perhaps the most accomplished, which means the worst, of all the gang leaders who spread fear. For many years he commanded as tough a band of thugs as ever sailed the seven seas under the black flag. Probably there is no crime on the calendar that this gang did commit, but "Monk" always escaped long prison sentences. When the gangsters were weeded out of New York Monk disappeared, but in 1915 he was convicted of burglary, lost his citizenship and did two years in Sing Sing.

Upon his release he enlisted in the United States Army and went to France as a doughboy in the 106th Infantry of the 27th Division. There he made a war record 100 per cent. perfect and when he was honorably discharged early in April his officers forwarded a petition to Governor Smith of New York asking that his forfeited citizenship be restored to him. "Monk's" military record contains several deeds of



MONK EASTMAN

bravery under fire, a wound received in action and general excellent character as a soldier.

He Tried to Kidnap the Kaiser

COLONEL LUKE LEA, former United States Senator from Tennessee, commander of the 114th Field Artillery of the 30th Division, returned from France last month, and the fact leaked out that Colonel Lea is the colonel who led the party of American army officers who tried to kidnap the former German Kaiser last December.

Armed with passports, the party, which included four commissioned and three non-commissioned officers, proceeded from Luxembourg into Holland in automobiles, and reached a spot near Amerongen Castle. The party was received at the castle by Count Bontinck, who escorted them into a drawing room and told the ex-Kaiser of their request for an interview, which was refused. Meantime the room began to be filled by men of the ex-Kaiser's guard and a detachment of Dutch soldiers had been rushed to the castle by motorcycle. The officers, headed by Colonel Lea, decided to withdraw, and quickly gaining their auto speeded for their headquarters in France.

Colonel Lea served in the United States Senate from 1911 to 1917. He was only 32 years old when elected.

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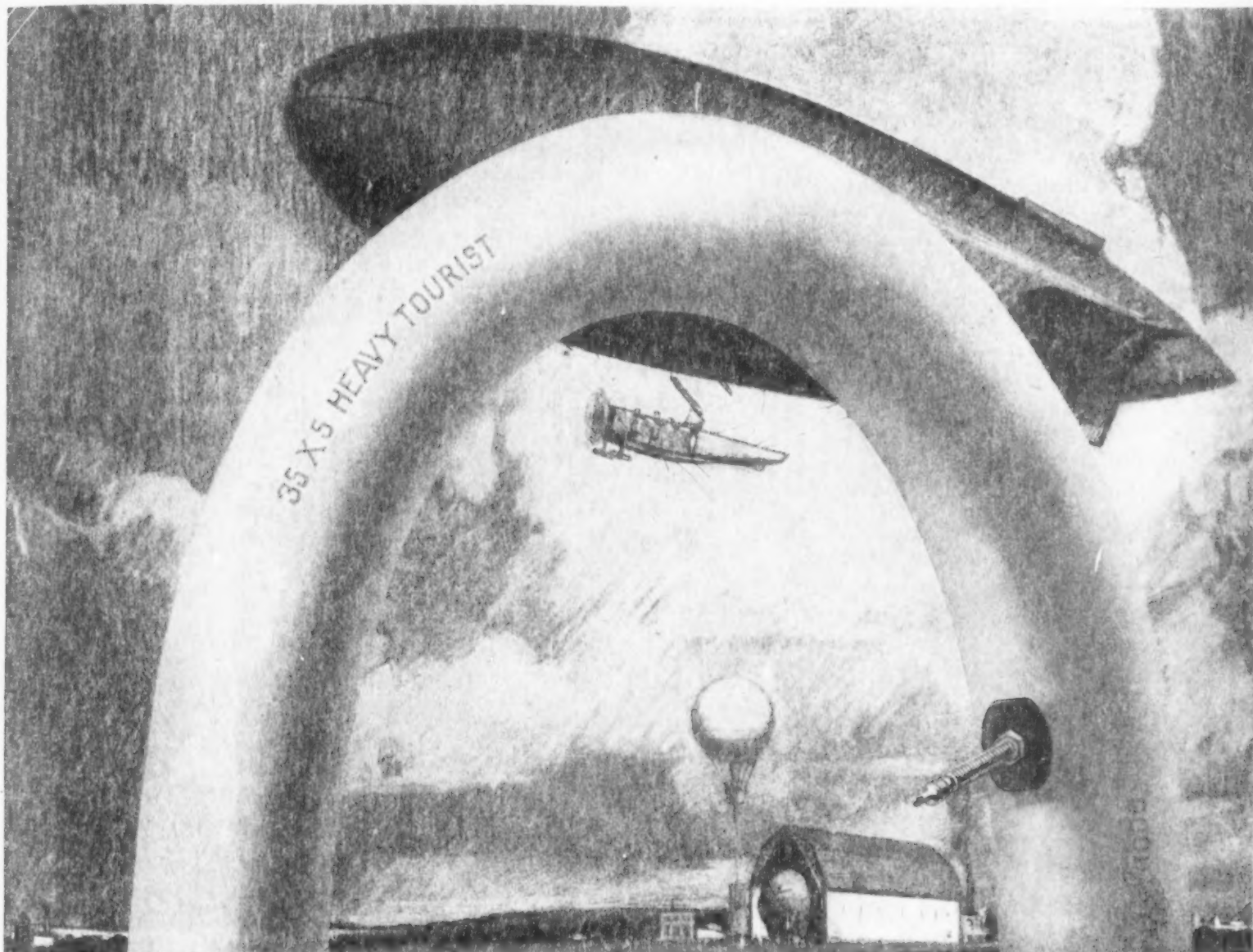
COLONEL LUKE LEA

"Marse" Henry Gets a Bouquet

"MARSE" HENRY WATTERSON of the Louisville *Courier-Journal* has entered upon his eightieth year amid the plaudits of an admiring universe. We doubt if even the ex-Kaiser of Hunsdom has any hatred in his heart for "Marse" Henry, despite the fact that "Marse" Henry has panned the Kaiser most ably. The *Courier-Journal* has just issued a "Marse Henry edition," which, to use a good old apple-knocker's expression, is a "peacherino." The Marse Henry edition is "as a basket in which have been gathered posies of prose and poem and picture blended into a bouquet—a basket of flowers—the kind that time does not wither, those that find deep root in the soil of admiration, that bloom to perfection in the sunlight of high regard—regard for Henry Watterson, editor emeritus of the *Courier-Journal* and Nestor of American journalism.



HENRY WATTERSON



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SOLVING THE INFLATION PROBLEM

POSSIBLY you may have wondered why it is that Goodyear Heavy Tourist Tubes are such good containers of air and why they last so long.

The most dramatic answer to that query is the giant gas bags which Goodyear builds.

Essentially the same underlying principles of construction with which Goodyear solved the inflation problem for lighter-than-air craft apply to the manufacture of Goodyear Heavy Tourist Tubes.

Nine years of pioneering have proved that rubberized fabrics, *built up layer-upon-layer*, form the most practical container for the elusive gas of the balloon.

Logically, therefore, this same *built-up* principle of construction proves most effective in the manufacture of Goodyear Heavy Tourist Tubes where the inflation problem is greatly simplified.

Goodyear Heavy Tourist Tubes are made of pure grey rubber, built up and cured together, *layer-upon-layer*—many plies thick. Then the valve-patch is firmly *vulcanized-in*.

Small wonder that these tubes hold air tenaciously and last remarkably long!

Our dealers tell us repeatedly that car owners who are once persuaded to pay the slightly added cost of these thick, grey tubes, will have no other kind from that day on.

For they soon learn that these tubes are the best form of tire insurance—that they work well *with* and protect good casings.

More Goodyear Tubes are used than any other kind.

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RAYNSTER means full money's worth in a weatherproof coat. No matter what style coat you want—a heavy rubber-surfaced coat for outdoor working or a fine overcoat of imported woollens, a feather-weight silk or a storm ulster—be sure it bears the Raynster label and its value is unquestioned.

Raynsters are made and backed by the world's largest rubber manufacturer, and they include the most complete line of weatherproof clothing ever offered.

Get yourself a Raynster. Equip your family with Raynsters.

Ask for your Raynster by name in any good clothing store and look for the Raynster Label in the collar. An attractive Style Book will be mailed free if you will write for it.

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United States Rubber Company

Clothing Division
New York and Boston

Watching the Nation's Business

By BASSETT BLACKLEY

LESLIE'S WEEKLY Bureau, Washington, D. C.

Ninety Millions a Day

THE costliest Congress which ever met appropriated money at the rate of \$90,180,873 a day for each of its 632 working days. The Sixty-fifth Congress set a staggering record of expenditure and what a war costs, for business was transacted at an average of less than one bill a day. The record is also insignificant when an average of 35 bills were introduced in the War Congress each day. There was either negligence in the consideration given the legislation, or an overwhelming number of worthless measures were presented. Out of the 22,594 bills offered, only 453 passed during the longest session in history, with the exception of one. But appropriations amounting to \$57,000,000,000 were approved and a war declared and won in the meantime, and legislation enacted which uprooted every American precedent. Much important legislation was carried through Congress, not upon an independent basis, but as a rider attached to another bill to which it frequently bore no relation. In the six appropriation bills which went through since last July, 225 items were carried which had no bearing whatever on appropriations. The bone dry law for the District of Columbia was carried on the war revenue bill. Two items relating to shipping went on the army bill, the road-building project was put through along with the post office appropriation measure. Riders are almost invariably attached to measures which it is undesirable to defeat, the sponsors realizing that only by such juggling will they be able to put through unpopular projects.

Autocratic Democracy

Postmaster General Burleson, who seized the telephone and telegraph lines after the war was over, has removed Clarence Mackay and other officers from the management of the Postal Company. The railroads, which were taken over for the purpose of meeting a war emergency, now seem threatened with a season of experimentation by politicians, while the deficits continue to increase, rates go up and service deteriorates. Extreme powers granted for war purposes are being relinquished grudgingly, or not at all. In the army the system is becoming so rigid as to excite the comments of the officers of the Allied forces who are in contact with the American troops abroad. In some of the offices in Paris where soldiers are employed, the entrance of an officer is the signal for immediate cessation of all work, a sharp call to attention and a snappy salute. In stamping out autocracy has the United States itself become inoculated with the germ of Prussianism?

Renovating the Army

Bakerism in the War Department is in for a bad season. Senator Chamberlain of Oregon, who in the midst of the war defied the Administration with open criticism of inefficiency in the military establishment, has come forward to the support of Col. Ansell, who exposed the injustice of the army court martial system. The Secretary of War, Senator Chamberlain affirms, has been trying to hoodwink Congress and the public by alleged reforms in the system which will result in worse tyranny. Senator Chamberlain's earlier attacks on the War Department brought results that benefited every man in the army. He won the enmity of the Chief Executive, but the support of Oregon voters of both parties. When the new Congress takes up the investigation of the War Department, which is destined to go deeply into every phase of

the conduct of the war, the two ranking members of the Senate Military Affairs Committee will inspire confidence in the public mind. Wadsworth of New York and Chamberlain of Oregon can be depended on to institute an inquiry free from partisanship and seeking only the truth. In the House, Julius Kahn, upon whom the country had to depend when Dent of Alabama proved unequal to the occasion, will be chairman of the committee that will consider the future army program. His sound policies are being strengthened by a trip to the European battlefields and a close-up study of the situation abroad. When the reorganization of the army on a peace basis is undertaken, the men in charge will be equipped to tackle the problems intelligently, but it looks dark for the bureaucrats at the War Department.

Speeding the Mails

Aerial postmen serving a route across the continent and down the Atlantic Coast to Key West, Cuba and South America is not a visionary scheme. The Post Office Department is working out the plans as a commercial advantage in reducing the time between the United States and Latin America. Time between New York and Washington was cut down three hours by the aero mail. Between New York and Chicago a daily 9-hour schedule is soon to be maintained, as compared with the 21-hour schedule of the fastest train, and by feeder routes mail to the West and Southwest is to be advanced from 12 to 14 hours. The Chicago-San Francisco route is to be worked out during the year, and then the flights across the Gulf of Mexico via the West Indies will be undertaken. There is more to the projected transatlantic flight than the mere adventure. Once the feasibility of such a trip is established, the development of an adventurous achievement into a commercial proposition is only a question of time. 66,555 tons of mail were carried on the New York-Washington aerial route during the first 1½ months of its operation, at a cost of \$5.35 per ton. This route is functioning perfectly, whereas a year ago it was considered impracticable.

The Right Policy

Trade policies are determined by the best interests of a nation, not by the politicians. England founded her success upon free trade. It is the policy that suits her needs, just as protection has fitted American conditions. All importation of manufactured and semi-manufactured commodities coming into England now are under a license system. It is a control that will be exercised until September 1, and meanwhile there is a protest from the free traders of Great Britain who fear the country is being committed to a policy which will break down all of the trade arrangements upon which the nation's business has been grounded. But England is not likely to stay out of the ranks of the Free Traders. She is advocating protection now as a means to an end which will enable industry to recover after the war demoralization. And what England has found advantageous for the moment the United States finds desirable as a permanent policy. Trade adjustments under the peace treaty are still nebulous, but the U. S. Tariff Commission has urged upon President Wilson the desirability of each nation determining its own industrial policies and tariff legislation, provided the measures adopted be carried out without discrimination between the nations.

Building GMC Truck Confidence

The man who owns a GMC Motor Truck may well look upon it with the same degree of confidence he once placed in its predecessor, the horse, his faithful friend.

Whether it be a single GMC Truck or a fleet, the owner finds untold satisfaction in his confidence that his work will be well done.

During the years since GMC Trucks were put on the market there has grown up among GMC owners everywhere just such a feeling.

There is a good reason for it. GMC

Trucks from the very first were built to be inherently good—Good for their own sake.

No GMC Truck was ever built to meet a price.

The GMC ideal has been to build the best truck possible in a particular size, for a particular kind of work.

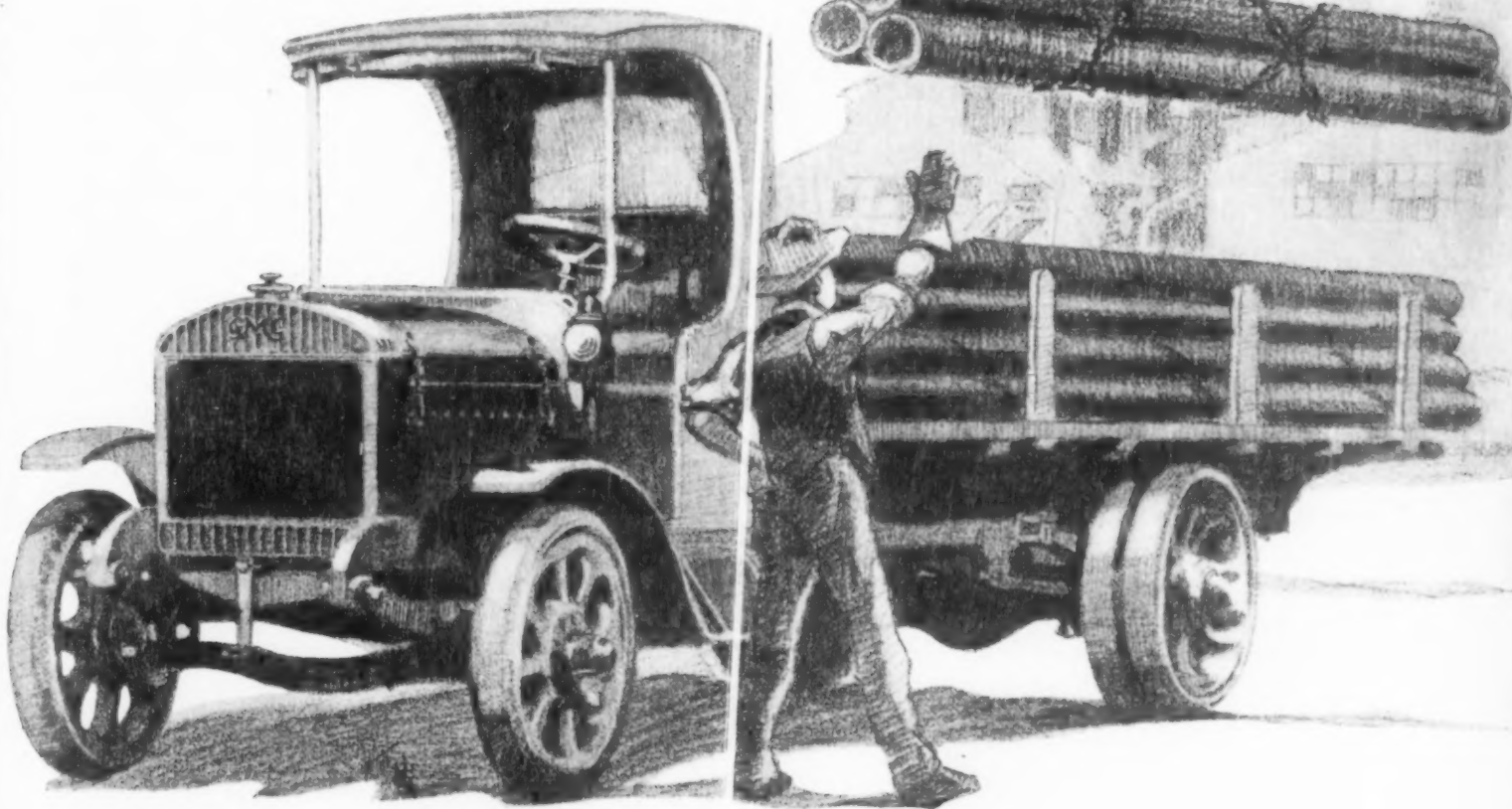
That is why, as a result of proof of performance, the reputation of GMC Trucks for reliability and plain, honest quality is rapidly growing.

Let your next truck be a GMC.

GENERAL MOTORS TRUCK COMPANY

Pontiac, Michigan

Branches and Distributors In Principal Cities



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HELP!

You may be able to defend yourself from a frontal attack, but how about it if you are held up from the rear?

Your body has to fight constantly against disease. It isn't always a fair fight, because constipation is a treacherous enemy that you usually don't recognize until too late.

Stagnating, poison-forming food waste in your large intestines, helps disease to attack you and hinders you from defending yourself. Such self poisoning causes over 90% of human illness.

You may be held fast for months in the grip of constipation, trying vainly to free yourself by taking castor oil, pills, salts, mineral waters, etc., in order to force the bowels to move. Not only will the constipation grow worse with the continuance of such remedies but you will be less able to defend yourself against the attack when it comes.

On the other hand, Nujol overcomes constipation and brings about the habit of easy, thorough bowel evacuation at regular intervals. It acts gently and harmlessly, at all ages under any conditions.

Take Nujol and constipation can't sneak up on you and cripple you when you least expect it.

Get a bottle of Nujol from your druggist today and write for free booklet "Thirty Feet of Danger."

Warning: Nujol is sold only in sealed bottles bearing the Nujol Trade Mark. All druggists. Insist on Nujol. You may suffer from substitutes.

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50 Broadway, New York

Nujol Laboratories, Standard Oil Co. (New Jersey), 50 Broadway, New York. Please send me free booklet "Thirty Feet of Danger"—constipation and auto-intoxication in adults.

Name

Address



Romance of the Silver Greyhounds

Continued from page 571

Government's fear of Spartacist outbreaks. In March, when the outbreaks were renewed, the couriers again found themselves in the Adlon Hotel protected by a garrison of German soldiers and numerous machine-guns whose muzzles were pointed from the windows of the hotel into the surrounding streets.

In Berlin no open hostility has been shown the couriers, who are, of course, in the uniform of American officers. At the same time there has never been a moment when the Greyhounds discovered any cordiality. The Berliners' attitude is in striking contrast with the treatment received by the Greyhounds in Austria, where, in spite of their uniforms, everything has been done to expedite their work and where, in the course of such cooperation, evidences of cordial feeling have been shown by government officials and the populace. Couriers are now arriving and departing from Berlin every day. They inform Paris of what goes on in Berlin and other important centers in Germany, and the Germans observe their passing, sullenly, but necessarily acquiescent.

Since the outbreaks in Berlin and Munich travel between the two cities has been quite as dangerous by automobile as by train. The courier problem between these two points has been solved by the airplane. Couriers to and from Berlin and Munich now have the use of a unit of German bombing planes, which daily connect these points exclusively for the transportation of American diplomatic mail. The Gothas are driven by German fliers, and on some of the trips a German as well as an American guard has accompanied the courier in order to safeguard him from attack by irresponsibles in either city.

In traveling through Poland the couriers have been in constant contact with the fighting between the Poles and the Bolsheviks. They have had great difficulties to contend with, but have, nevertheless maintained the regular twice-a-week schedule between Vienna and Warsaw and Cracow.

Initiative is the watchword of the service. No problem in communication can remain unsolved. In the Headquarters of the Greyhounds, 4 Place de la Concorde, no hour of the day passes without its problem. At 10 A.M. it may be necessary to organize a party to start for Constantinople. The couriers are consulted on what the prospects may be, judging from their latest experiences of travel in that direction. By noon the itinerary is complete. Before midnight, the party with the accompanying courier is en route—Rome by train, an American yacht, a voyage through the Grecian Archipelago and the Sea of Marmora to the City of the Crescent. The following day another courier takes the same route and Paris is in communication with the near East.

Spies of the Central Empires have not remained in ignorance as to the task that has been imposed upon the Greyhounds. Couriers traveling in Switzerland and Holland as well as in the eastern countries must take extreme care as they are subject to the closest watch by German agents. The young lieutenants scarcely ever pass through The Hague or Berne without receiving invitations to dinner from attractive women who make their approaches on the pretext of gaining information about relatives or friends in the States. Previous warnings and discretion have saved the couriers from falling a prey to some of the most famous spies of the Boche service. Owing to these conditions the courier never parts with his sacks from the time he leaves on his mission until he places them in the hands of a representative of the United States Government. No important papers can be left with luggage in the hotel of any neutral country, for it is a well-known fact that paid agents acting as em-

ployees make a practice of searching the private belongings of all guests in their quest for secret information. Nevertheless in the whole history of the courier service no piece of mail of any description has failed to reach its destination.

Major Peaslee, who prepared the "Greyhound plan," was a lawyer in New York City who came to France at the head of the commission that collected the soldier vote in the Hyland-Mitchell election, and was later in Washington. In the spring of 1918 the success of the operations of the A. E. F. was threatened by the great delays in communication between Washington and Europe. The cables were crowded, the postal service was in a state bordering on complete disorder; it was the rule rather than the exception for dispatches to be delayed from four to six weeks in passing between Washington and the isolated troops in France. The crisis was particularly acute because of the extent to which the delay affected progress on drawings and designs necessary to the ordnance work, because of delayed information as to material and tests and approval of war facilities in general. When the Major suggested the use of an officer-courier service to Gen. C. B. Wheeler, then acting chief of ordnance, General Pershing was consulted. With his approval, Major Peaslee sailed from New York in April, 1918, with a small group of officers to work out the details of the courier system.

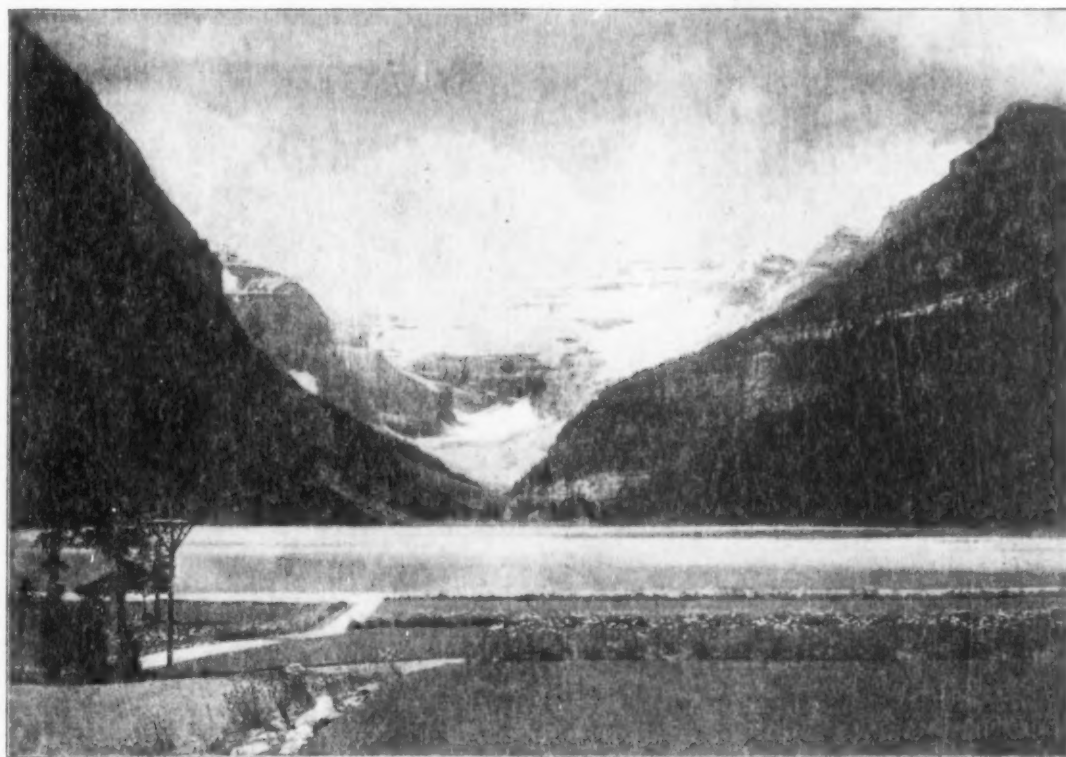
Within three weeks after the unit arrived, the average time of dispatches from Europe to America had been cut in half, and in spite of the difficulties encountered, 150 couriers in passing between Europe and America have covered the distance in an average time of less than eleven days from Paris to Washington. The war's fastest Greyhound made one trip from Barracks 66 at Tours to State War and Navy Building in Washington in just 7 days, 6 hours and 20 minutes.

What the couriers had to contend with during the war can be indicated from the experience of Lieut. John J. Whitehead. Toward the end of last May the *Olympic* was scheduled to sail from Liverpool on a certain day. Word reached Paris at one o'clock in the afternoon that the sailing had been advanced three days and that the American courier would have to be in London the following night to catch the eleven o'clock train for Liverpool if he was to make the sailing. Important dispatches and drawings were to be forwarded by the *Olympic*, and the task ahead of Lieutenant Whitehead was to collect sacks at Tours and Chaumont before starting from Paris. He had just left Chaumont that afternoon when word reached Paris of the advanced sailing date. On arriving at Tours the courier was able to connect with the afternoon express for Paris, but this train arrived too late to make the connection with Boulogne.

To meet this situation the courier got an automobile from the garage of American Headquarters in Paris and, with a chauffeur who had been in France less than two weeks and an enlisted man for interpreter, started for Boulogne. He left Paris at 10.30. The night was dark, a perfect night for German bombing parties; and as the courier's automobile reached the outskirts of Paris the Gothas came.

The attack on Amiens was then at its height, and the courier's nearest way lay directly through the town. Forty kilometers from Paris when his car stopped that a sentry might be questioned concerning the road, bombs fell on a railroad station which was less than a couple of hundred yards away. For more than half an hour after leaving this point the courier's way was toward Beauvais, where a fierce attack was being launched. Despite military regulations he drove through all the

Continued on page 586



Lake Louise, from the Chateau

An Invitation to Canada

Under the stress of War, the Allies have learned many things, chief of which is that they have a common purpose, common ideals and a common humanity. War has made them better acquainted.

In the days of Peace this better acquaintance should continue, particularly between such near and good neighbors as Canada and the United States. It is for this reason that Canadians wish to emphasize that if any Americans decide to visit Canada this summer, they will be more welcome even than in the past.

They will find a country of unique grandeur and beauty if they come, for instance, to the Canadian Rockies. They will travel in Canada over a railway, the service of which has not been impaired by War, to hotels of which the Canadian Pacific is justly proud. They will, moreover, find a standard

of comfort which the experienced traveller appreciates.

But, most of all, Canadians desire Americans to know that they wish to get still better acquainted. They like to visit your country and would like you to come and see theirs.

In spite of the War the Canadian Pacific Railway has maintained its organization of offices and agencies in the United States and these are at your service for information and particulars.

President
CANADIAN PACIFIC RAILWAY

MONTREAL, *Easter*, 1919

CANADIAN PACIFIC RAILWAY

Passenger Offices and Agencies in the United States:

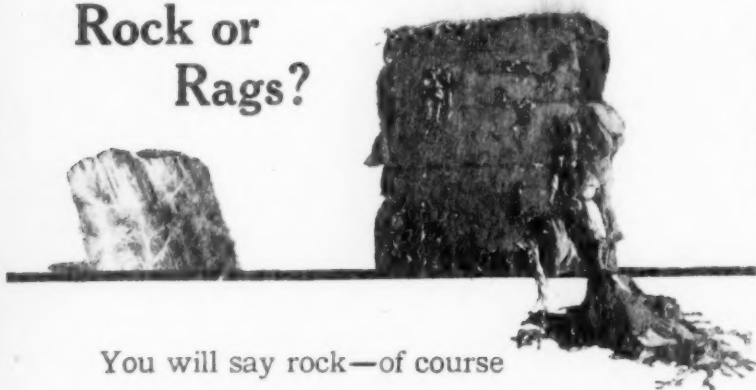
Atlanta, Ga. 220 Healey Bldg.
Boston, Mass. 332 Washington St.
Buffalo, N. Y. 11 So. Division St.
Chicago, Ill. 140 South Clark St.
Cincinnati, O. 430 Walnut St.

Cleveland, O. 2033 East Ninth St.
Detroit, Mich. 199 Griswold St.
Los Angeles, Cal. 605 South Spring St.
Minneapolis, Minn. 611 Second Ave., So.
New York, N. Y. 1231 Broadway

Philadelphia, Pa. 629 Chestnut St.
Pittsburgh, Pa. 340 Sixth Ave.
Portland, Ore. 35 Third St.
St. Louis, Mo. 418 Locust St.
St. Paul, Minn. 379 Robert St.

San Francisco, Cal. 945 Market St.
Seattle, Wash. 608 Second Ave.
Tacoma, Wash. 1113 Pacific Ave.
Washington, D. C. 1419 New York Av.

Which will last longer— Rock or Rags?



You will say rock—of course

—because it has withstood the destructive action of the elements for centuries.

Then why not insist on a roofing made from rock fibre instead of roofing made from rags or other organic material. Asbestos is the only known mineral fibre from which roofing can be made. It will permanently resist the destructive action of time and the elements and the ravages of fire.

Asbestone is a Johns-Manville Roofing made of Asbestos rock fibre which repels fire and resists the action of fumes, acids and varying weather conditions. Being all mineral, it cannot rot, disintegrate or dry out. Therefore painting is never required.

ASBESTONE

(Approved by Underwriters' Laboratories)

Asbestone is a mineral fabric, composed of imperishable Asbestos fibre, water-proofed with natural asphalt. It has a gray mottled Asbestic finish on one side, smooth, black surface on the other. Can be laid either side to the weather. Rolls contain all necessary fasteners for laying.

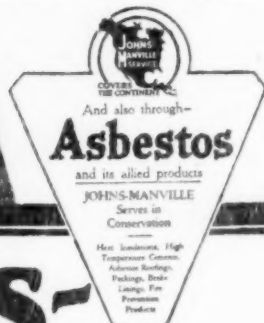
Our responsibility to you does not end with the sale. You can register your roof with us, which puts it on our records as Johns-Manville Roofing in service. Whether it's Asbestone or any one of the other Johns-Manville Asbestos Roofings, our Responsibility does not end until you get the service promised.

To the Trade:—Address nearest branch for particulars.

H. W. JOHNS-MANVILLE CO.

1 New York City

10 Factories—Branches in 63 Large Cities



JOHNS-MANVILLE

ASBESTOS ROOFING

The Melting-Pot

In Michigan a brewery has been metamorphosed into a Methodist church.

Dancing masters say that the end of the war has increased the dancing craze three-fold.

A company has been organized in Maryland to insure employers against losses from labor troubles.

A two-story brick structure at Albany, N. Y., with fixtures, bricks and everything was carted away by thieves.

At Cleveland, Ohio, recently, an 8-year old boy signed his name as witness to the wedding of his grandmother.

New Jersey rejected the prohibition amendment to the Constitution, being the first state which refused to ratify it.

A woman sentenced at Boston for larceny stated that she was well supplied with money and stole "for the novelty of it."

The pay of Japanese soldiers is only 78 cents a month for first and second class privates, and 98 cents a month for corporals.

Only one trolley line in Vermont pays, and it owes its prosperity to the large number of soldiers at Fort Ethan Allen, near Burlington.

The legislature of West Virginia has passed a bill restricting to 25 gallons the wine that any one person may make for himself in a year.

Three hundred mothers of soldiers at Pittsburgh, Pa., sent a cablegram to General Pershing demanding the immediate return of the regiment to which their sons belong.

The editor of a radical labor organ in Butte, Montana, recently convicted of sedition and fined \$5,000, has won the Democratic nomination for mayor over a former army officer.

Dr. Richard Morse Hodge of Columbia University says that pure Socialism is Bolshevism, and that Government ownership of transportation and communication facilities is Socialism.

A new national association, the Knights of the Golden Stars, has been formed at Petersburg, Illinois. Its membership includes only persons having given a son or near relative to the nation in the war.

The council of Credit Defence of the National Association of Credit Men has adopted a resolution calling for an early extra session of Congress to determine the policy to be pursued toward the railroads.

G. N. Barnes, laborite member of the

British war cabinet, appeals to British labor to ignore the "wooly-headed Lenines and Trotskys who are trading on the workers' natural desire to share the good things of life."

In an essay written while he was in college, President Wilson said: "Congress is a deliberative body in which there is little deliberation. We hail an adjournment of Congress as a temporary immunity from danger."

A crowd of 3500, which met in New York to welcome the Russian Soviet Government's representative, hissed the United States Government and vociferously cheered the prediction that it would be taken over by the soviets.

Secretary of War Baker and General March, Chief of Staff, promise that the demobilization system will be revised so that returned soldiers may be mustered out in 48 hours after their arrival in this country. Cutting red tape at last!

Prominent Colorado Republicans have organized "The Leonard Wood Republican Club of Colorado," to promote General Wood's candidacy for the Republican nomination for President next year. Republican leaders throughout the Rocky Mountain States will form similar organizations.

The State Prohibition Commissioner of Virginia who went to Winchester to investigate the shooting of two alleged "bootleggers" by prohibition inspectors, was the object of a fierce hostile demonstration by 1000 men, and a company of State guards had to be called out to preserve order.

Congressman Fordney of Michigan, who will be chairman of the Ways and Means Committee in the next Congress and the author of a new tariff bill, declares that duties on imports should be made to help bear the war burden. The present tariff produced only \$1.70 per capita in 1918, against \$10.25 per capita collected in Great Britain.

William Allen White of Kansas, the well-known author, who was appointed by President Wilson as one of the American delegates to confer with the Russians on Princes Island, said recently that Government leaders in Europe "regard President Wilson as a simple-minded but scholarly old gentleman, going about on a pageant, making nice speeches, while 20,000,000 people are starving in Russia and southeastern Europe is a political madhouse."

Let the people think!

Romance of the Silver Greyhounds

Continued from page 584

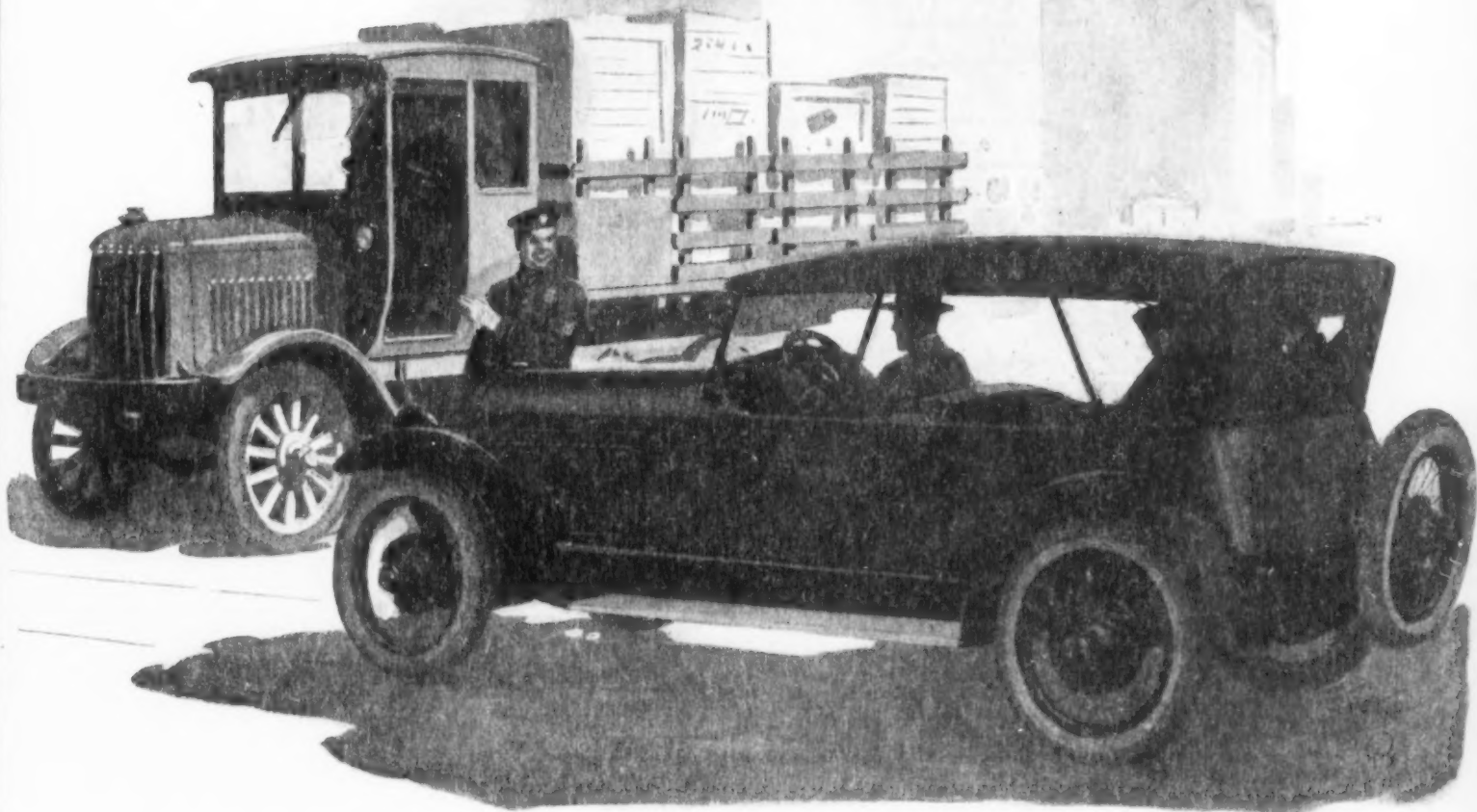
towns in his path without a halt until he came to Amiens. Instead of taking the road that would have kept him out of the line of fire he took the direct way into Amiens itself to avoid a jam of camions.

After leaving the town the courier kept the road to Harlincourt, where he again found himself in the midst of an air attack, and bombs wrecked the station by which he passed. From the moment he passed Beauvais the courier was in full sight of and perilously close to the lines from which artillery was booming and rockets flaring. He passed between Beauvais and Etaples a few minutes after German bombs had wrecked the British hospitals in which 300 wounded soldiers and nurses were killed. He reached Boulogne in time to catch the channel packet connecting with Folkestone. He arrived in London with an hour in which to collect sacks from American Headquarters and to make the train for Liverpool. That night there was an air raid on London, but happily the courier was well out of it.

A large measure of the success achieved by the courier service is due to Major Peaslee's efforts to reward enlisted men who have worked with him since 1918. The men chosen for the work at that time were picked for special qualifications and most of them, if they were not commissioned at once, have since become officers. Among the Greyhounds today are Lieutenant Whitehead, aid to Major Peaslee; Joseph P. Sims, a cousin of Admiral Sims, executive officer of the service; Lieut. Walter S. Markham; Lieut. Silas B. Egly; Lieut. Charles Amory, once known as a Harvard football star; Philip von Salza, a marine artist who was a member of the Columbia All-American football team in the old days, and in more recent times was a prisoner in Germany and the first American to reach Bucharest; Robert Hillyer, Harvard man and poet; Captain Bull and Lieutenant Register, both well-known tennis players; Major Gilyson of Philadelphia, who is one among many well-known lawyers in the courier service.

PAIGE

The Most Beautiful Car in America



A Symbol of Service

Whenever you see the Paige name plate on a passenger car or truck, we want you to remember that it is a symbol of fair dealing and honest manufacturing. That car or that truck is deserving of your fullest confidence. It has satisfied our own exacting requirements as a quality product and, because it has not failed us, it *cannot* fail you.

In brief, we ask you to place your faith in the reputation of a manufacturer—rather than a painted body and four wheels. Believe in the Paige because the nation believes in it. Buy it because it is worthy of your confidence and respect. On this basis we very gladly assume our full share of the responsibility.

Trailmobile

Trade-Mark Reg. U. S. Patent Office

More Speed, More Economy, Less Cost

The Motorless
Motor Truck
Thousands
in Use

DIVISION No. 1
Light four-wheeled
Trailmobiles for use with
passenger cars or light
trucks, 1,250 lbs., 1,500
lbs., 2,000 lbs.

DIVISION No. 2
Heavy duty four-wheeled
Trailmobiles, for use
with trucks, 3,000 lbs.,
Non-reversible; 4,000
lbs., 7,000 lbs., 10,000
lbs., Reversible.

DIVISION No. 3
Trailmobile Semi-Trail-
ers, 5,000 lbs., 6,000 lbs.,
10,000 lbs.

Bodies for every
business

The Trailmobile proposition is an attractive
one to the dealer as to the user. Trail-
mobile dealers are doing an ever-growing
profitable business.

TWO tons of wheat ready for the mill are carried by this Trailmobile drawn by a light fast truck every trip it makes from the receiving station to the plant of the Shallaberger Mill & Elevator Company, in Salina, Kas.

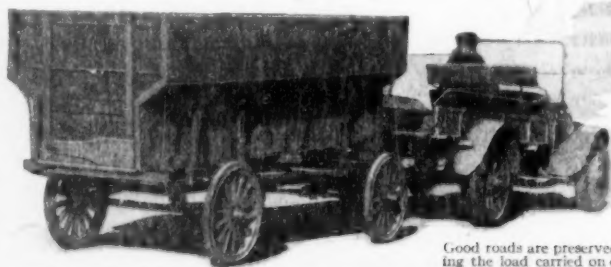
The trip is made much faster by the truck and trailer than by the teams that used to do the work and the expense per trip is not so much. One man gets more done in a day. The volume that can be moved with the equipment is greater than when teams were used.

Usually the Trailmobile adds only from 10 to 12½ per cent to the cost of operating a truck—and doubles its capacity. It endures for years and requires no service attention.

Trailmobiles are built like trucks, with truck frame, truck axles and truck springs to carry truck loads and to follow the truck accurately at truck speeds.

Write for booklet, "Economy in Hauling"

The Trailmobile Co., 530-540 E. Fifth St., Cincinnati, O.
Contractors to the U. S. Government



Good roads are preserved by reducing the load carried on each wheel.

The Greatest Chemical Industry In America

In 1802 the Du Pont Company made its entry into the chemical industry as manufacturers of explosives.

Since then, with our entry into related lines—Py-ra-lin, pyroxylin and coal tar chemicals, Fabrikoid, paints, pigments, acids and synthetic dyestuffs—our chemical interests have grown, until today, in the Du Pont American Industries, there has developed the greatest chemical organization in America.

At the present time, 1200 graduate chemists, or about ten per cent. of the total number in the United States, are employed by the various Du Pont companies.

Four great research laboratories, operated by the company's Chemical Department, employing in the neighborhood of four hundred technically trained men, are maintained by our company to carry on experimental operations for the improvement of existing processes, to find the means of utilizing our by-products and the most economical raw materials and to develop new products.

For work of this character, two million dollars will be spent this year by the Du Pont Company, exclusive of capital expenditures for buildings and equipment.

Thirty analytical laboratories are operated by our companies in the testing of raw materials and intermediates to control the quality of our finished products.

A large corps of chemical engineers supervise the manufacture of solvents, Py-ra-lin, acids, explosives, dyestuffs, etc., and promote the maximum chemical efficiency in the operation of our sixty plants.

In the world reconstruction era, this broad American chemical industry will play an important part.

The same logical reasons that led to its present diversified activities point to further expansions into other related fields of industrial chemistry.

E. I. duPont de Nemours & Co.

Wilmington

Established 1802

Delaware

Go South, Young Man!

Continued from page 365

The citrus fruits of Florida are having their banner year. The *Times-Union* tells of the owner of an orange grove on the Indian River who offered it five years ago at \$5,000, and this year sold his fruit on the trees for \$12,500, and refused an offer of \$30,000 for the property. An orange grove in Florida bearing a good crop sells at a higher figure than a good-bearing apple orchard in Maryland. Not less than from \$1,000 to \$1,500 an acre is asked for a productive orange grove, while I note the recent sale of a Berkeley County apple orchard in Maryland, 280 acres at \$125,000, and this was called "a record price."

They tell of a Japanese farmer at Yama, on the East Coast, who received \$1,100 recently for 100 hampers of peppers he had grown on one-third of an acre. The Japanese colony at Yama, comprising seven families, has marketed this season \$100,000 worth of celery, lettuce, tomatoes, strawberries, cucumbers, onions, cabbage and other garden truck. The sugar industry is springing up in Florida. One of the latest in this venture is W. J. Conners, the publisher of the *Buffalo, N. Y., Enquirer*, who has just arranged to plant several thousand acres in Palm Beach County, and to erect a sugar mill.

The influx of capitalists from the North was never more noticeable than now. They are coming to invest in lands, citrus groves, banks and real estate. The wealthy colony of winter residents at Mountain Lake, near Lake Wales, in the highlands, has had several additions this winter, including Mr. E. T. Bedford, president of the Corn Products Refining Company, who has bought a fine building site of several acres near the Mountain Lake Club and adjoining the beautiful estate of Mr. August Heckscher of New York. Mr. Bedford will erect a commodious winter home and have it ready for occupancy early next winter. Yet he had no thought of making this investment when he visited Mountain Lake. Within two years building sites at this place have nearly doubled in price.

Nothing is more indicative of the growth of Florida than the increase in the number of its banks. When I first visited Miami, less than twenty-five years ago, it had one bank with a capital of \$25,000. It now has eight banking institutions, with aggregate deposits of over \$10,000,000. During the past four years alone the deposits increased nearly \$7,000,000. So much for the new awakening of Florida to its wonderful opportunities.

The whole South is marching on to undreamed-of prosperity. For the first time in years it has been receiving remunerative returns for its products, especially its greatest staple, cotton. Now that the war is over, and the staple is declining, a widely-organized movement, starting in New Orleans and extending throughout the South, has been planned to reduce the cotton acreage by one-third, and the use of fertilizers by one-half—which is bad for the fertilizing companies—and thus to maintain a satisfactory price for next year's cotton crop. Some may object to this as restraint of trade. Governor Allen of Kansas says it is "trading on the misery of the world." The South asks Governor Allen if the Kansas wheat growers are also in this line of business when they endorse the Government price of \$2.26 a bushel for wheat, while the Australian market is half that figure.

But can we blame the cotton planter? The South has always been accused of devoting too much attention to cotton and too little to other products of the farm. It now proposes to raise less cotton and more corn, wheat, hogs and cattle. Perhaps our Kansas friends do not take kindly to this. I have always wondered why the Southern farmer did not produce more of the necessities of life. Let him go to it!

The business men of the South are now

leading the procession. They are edging off the platform the professional politicians who have been making a living out of the discord they have created, and who are more responsible than any other class for keeping capital away from the golden opportunities the South has offered ever since the war between the States. The "live wires" in the South are the chambers of commerce, cotton associations and similar bodies. They are the leaders. If the movement to limit cotton production succeeds, it will be because the business men and bankers in these well-organized bodies stand behind it. These men are sick of the kind of politics that has put the South in a wrong light with the investor. The South is for big business, big prices, big crops, big harbors and big things generally.

As evidence of this, I note the recent resolution of the Texas Cattle Association, urging the return to private ownership of the telegraph and telephone lines; this in Postmaster General Burleson's own State. I notice also the organization of an Export and Import Board of Trade in Baltimore composed, as the *Baltimore News* says, of "the foremost men of the city." Its purpose is to expand Baltimore's export trade. With its favorable situation as a railroad, industrial and farming center, Baltimore's commerce should grow by giant strides. Few realize the enormous value of Baltimore's commerce to all the leading countries and embracing shipments of copper, corn, tobacco, flour, iron and steel. In 1913 Baltimore's foreign trade aggregated \$117,000,000. In 1918 it rose to \$300,000,000, almost threefold.

All over the South the demand is for harbor improvements. The *Savannah News* claims that the commerce of that port is second to New York on the Atlantic Coast, and larger even than that of the port of New Orleans on the Gulf, which seems incredible in view of the enormous growth of the commerce of New Orleans in recent years. The commerce of Mobile is growing, too, with leaps and bounds. The South, under the leadership of the politicians now discredited, has persistently fought every movement to aid our merchant marine. Now the National Merchant Marine Association, which intends to work to aid in the development of the merchant marine under the American flag adequate to the needs of the nation in peace and war, has elected a distinguished Southerner, Senator Ransdell of Louisiana, as its president. He will push things.

And the South is no longer hounding the railroads. I read in the *Charleston, S. C., News* a very interesting report of the vigorous defense of private ownership of the railroads made by Mr. S. Davies Warfield of Baltimore at Savannah before prominent members of the boards of trade, cotton exchanges, clearing houses, banking and business institutions, and representatives of land-owning associations from Louisiana, Mississippi, Florida, Alabama, North Carolina, South Carolina and Georgia. They applauded him when he told them that the South needed the railroads and that two distinguished Southern Senators, Oscar W. Underwood of Alabama and E. D. Smith of South Carolina, "are endeavoring, without respect to party politics, to solve this all-important question" of re-establishing our railroads on a peace footing.

Few realize the advantages that the Southern ports present to industries with a large export trade, but our captains of industry are taking note. In the *Savannah News* I read a dispatch from Brunswick, Ga., stating that while little publicity was given to the matter, there is in course of construction at that port "what is claimed will be the second to the

Continued on page 590

Have you tried Tuxedo in the New Tea Foil Package? It has many advantages—Handier—fits the pocket. No digging the tobacco out with the fingers: Keeps the pure fragrance of Tuxedo to the last pipeful. Not quite as much tobacco as in the tin, but——10c.



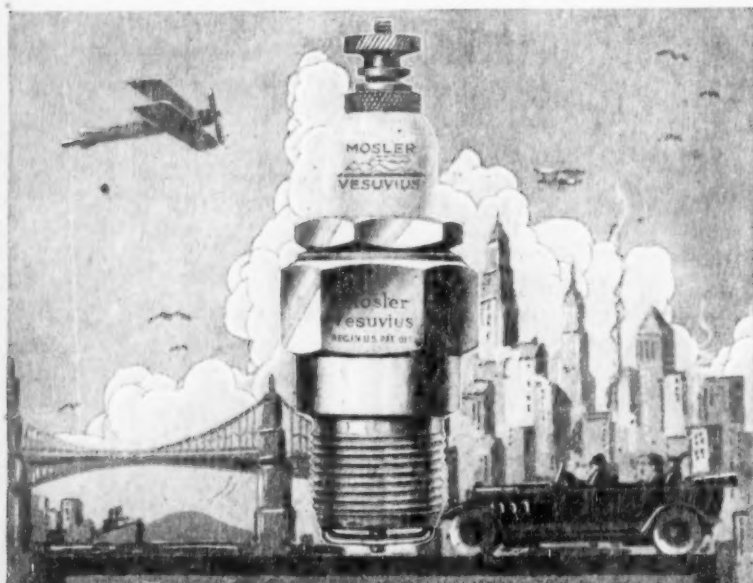
Finest Burley Tobacco
Mellow-aged till Perfect
+ a dash of Chocolate

Tuxedo

The Perfect Tobacco for Pipe and Cigarette

"Your Nose Knows"

Guaranteed by
The American Tobacco Co.
 INCORPORATED



"The life impulse of the motor depends on the spark plug."
—A. R. MOSLER.

Absolute certainty of operation—instant starting, smoother running, maximum power—that's what Vesuvius Plugs give any kind of motor. Perfected design and construction, Vitite (patented) insulator, gas tight, carbon-proof.

"The Quality Plug"

\$1.00 each at dealers—or write us. (In Canada \$1.50.)

The perfect plug for Tractors, Trucks, and high-powered Cars is the heavy, massive Vesuvius Tractor Plug—with Unbreakable Mica Insulation—\$2.00 each. (In Canada \$2.50.)

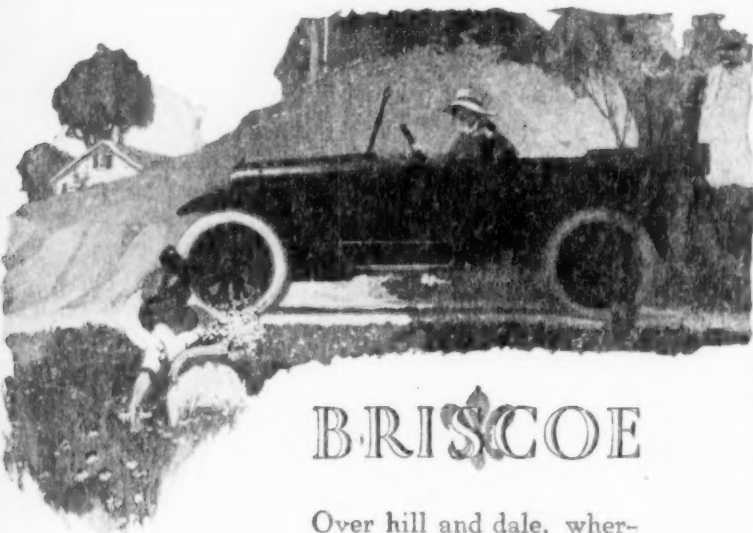
Book Free. "Mosler on Spark Plugs" prepared by A. R. Mosler, the foremost ignition authority—tells the right plug for every motor. Send for it today.

A. R. MOSLER & Co., New York, N. Y.

Also mfrs. of Spitfire (platinum point) Plug \$2.50,
and Superior (Ford) Plug 75c.

Export Rep.—Automobile Sundries Co.,
18 Broadway, New York City.

19 YEARS OF LEADERSHIP IN SPARK PLUG MANUFACTURE



BRISCOE

Over hill and dale, wherever the call of the great outdoors leads you, the Briscoe travels with the same ease and certainty.

Touring
and
Roadster
Types

Fuel and upkeep economy make touring a pleasure unalloyed.

BRISCOE MOTOR CORPORATION
JACKSON MICHIGAN

99% BRISCOE BUILT

Go South, Young Man!

Continued from page 588

largest oil refinery in the country," the work of the Atlantic Refining Company. It will cost millions. It will have its own settlement for its employees and will supply its entire Southern trade with gasoline, oil, etc.

But trade, commerce, cotton and farming are not all that the South is proud of. West Virginia boasts one of the oldest and most ultra-fashionable watering-places in the country. Let Austria and Germany keep their "cures" to themselves hereafter. White Sulphur, near the summit of the Alleghany Mountains in West Virginia, on the line of the Chesapeake and Ohio Railroad, has its Greenbrier, with its Carlsbad, Nauheim and Baden-Baden baths, and those of Aix-les-Bains—of southern France—too. Aix boasts that its baths date back 2,000 years, and White Sulphur boasts that its famous sulpho-alkaline, iron and alum springs have been for the healing of the nation over a hundred years, and that among its illustrious patrons have been Henry Clay, Rufus Choate, Presidents Fillmore and Pierce, and the Prince of Wales way back in 1860.

Surrounded by rugged hills covered with oak, pine and spruce, at an altitude of 2,000 feet, and with a sweeping demesne of 7,000 acres, this resort way down in West Virginia, fifteen hours from New York, has become famous not only as a "cure," but also as the rendezvous of those who delight in golf, tennis, mountain-climbing and horseback-riding. The Chesapeake and Ohio Railroad, the owner, has spent \$3,000,000 in laying out the property, golf links and tennis courts, and in the erection of the imposing Greenbrier Hotel, a capacious bathhouse and the colonnaded club-house. Summer and winter visitors flock to White Sulphur, for the summer nights in the mountain are cool and the winter temperature is mild. In March, for instance, it ranges from 30 to 50 in the early morning and from 60 to 70 in the afternoon. In spring, summer and fall the resort is full, including the sixty cottages that encircle the two connecting hotels, the stately Greenbrier and the old-fashioned White.

Here, as at the foreign spas, the visitor in pursuit of health and strength must consult the medical director, Dr. H. H. Roberts, before taking the waters or the baths. This system, which invariably prevails at foreign cures, should always be a strict requirement at a "cure," but we have been sadly neglectful of this necessary precaution. Years ago the late Joseph W. Drexel, of Drexel, Morgan & Co., told me at his summer home in Saratoga Springs that that place had the best mineral springs in the world, but that visitors drank the waters indiscriminately, and without a physician's advice, and finding themselves more harmed than benefited, went away from Saratoga disappointed and discouraged, and proclaimed that its springs had no medicinal value.

At Carlsbad and at Aix I was told, on my arrival, that I must see a physician and have him prescribe the waters applicable to my needs. Everybody did this. It was compulsory, and at Carlsbad a diet was rigidly prescribed and adhered to, or the doctor would send his patient away. I am glad to know that we have a health resort where one can find the same treatment that he looks for at a foreign "cure." Dr. Roberts has had a personal experience in all the foreign watering-places of Europe, and in some respects has improved upon their methods. His recent article in the *Medical Record* on "The Therapeutic Value of the Spa and Health Resorts of America" sounded a timely and patriotic note. He said:

If physicians of America would give greater cooperation and encouragement to the development of the American spa, founded upon an ethical basis, success would be assured. Possibly there is no other country which furnishes a more wonderful variety of medicinal waters for drinking and bathing purposes than America. The opportunity is now. Will the American professional and business man allow this opportunity to pass, or shall we have a

system of scientifically and ethically conducted spa and health resorts in America, which will surpass those of any country in the world?

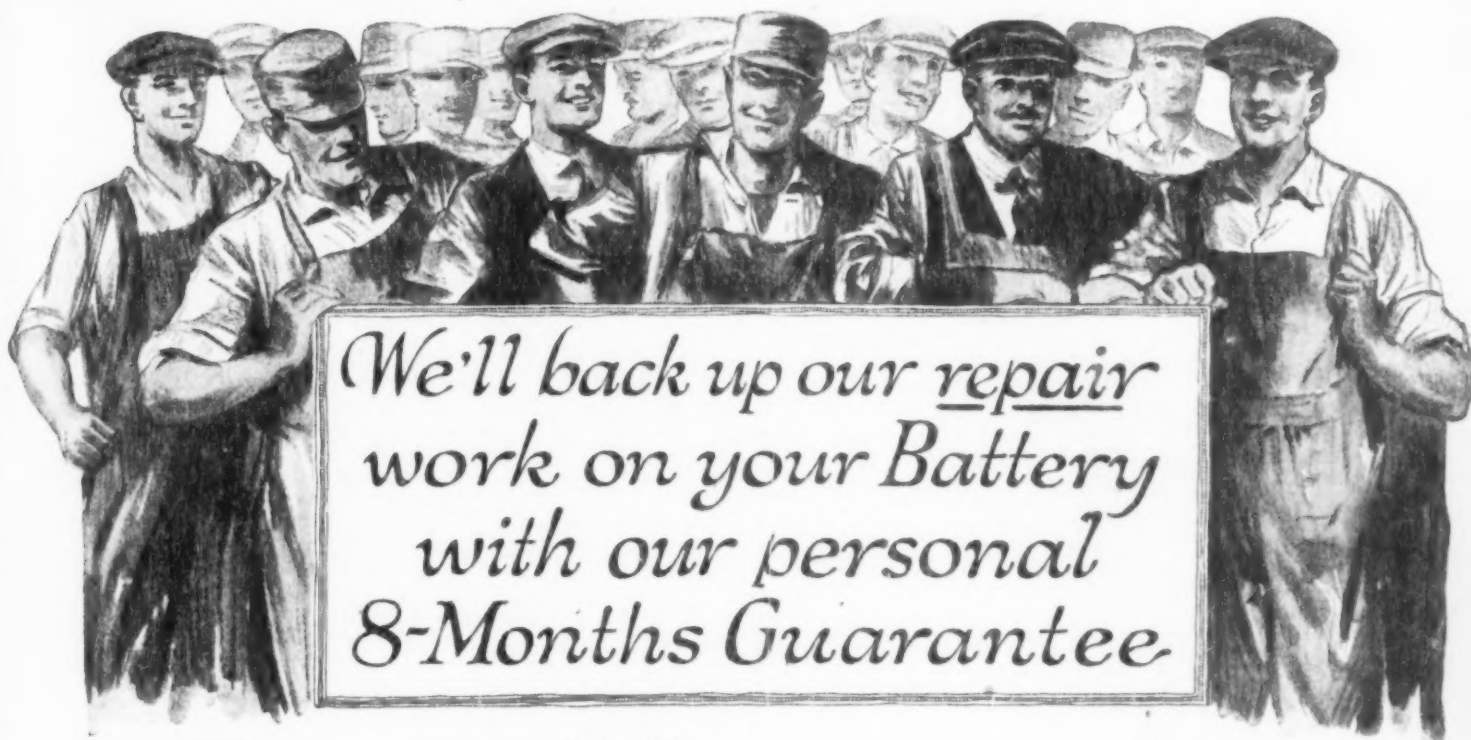
Dr. Roberts impresses the fact that the great war has changed our tide of travel from foreign to domestic spas, and that now is the time for us to capitalize the value of our famous springs, found in almost every State from the Poland in Maine to the Arrowhead in California. There is an unworked gold mine in this suggestion, or as the late Dr. Conwell expressed it, "Acres of diamonds." We should have cures, as other lands have them, for the benefit alike of poor and rich. At Aix for instance, the superb bathing establishment, costing \$1,000,000, has certain hours of the day when it is open to the public and to the indigent at a cost of little or nothing. We have not come to this yet, but we shall some day, for the world is moving in this direction.

The Greenbrier, with rates fully as high as those of the most expensive hotels in New York, with a charge of \$4.00 for a bath with massage, etc., has the crowd that is willing to pay, and can pay, believing that it gets its money's worth. White Sulphur is not essentially a "cure," but its famous springs have given it somewhat of this character, though no one would expect it from the hale and hearty appearance of the golf and tennis players, horseback riders and mountain-climbers.

We have a population of over 100,000,000, and several million who would enjoy and be benefited by a two weeks' sojourn at a "cure," where hot and cold medicinal spring waters offer nature's remedy so freely. Some day we shall give to all these health-seekers what Europe has given them for so many years. But this field, perhaps the most promising of all, seems to be one that American enterprise and capital have thus far neglected.

The drift of the popular current in the South was disclosed by an editorial I read in the Democratic Charleston, W. Va., *Gazette*. It highly praised the work of the National Petroleum War Service Committee, and was headed "America Owes a Debt to the Oil Industry." The *Gazette* complimented not only Henry L. Doherty, the largest independent oil producer in the world, but also Mr. A. C. Bedford of the Standard Oil of New Jersey, who had the distinguished honor and all the hard work of the chairmanship of the War Committee, to which the *Gazette* refers. He was recently most deservedly honored by the bestowal upon him by the French Government of the title of Chevalier of the Legion of Honor, and the *Gazette* complimented him accordingly. Truly, the world moves, the trust busters are being sent to the rear, and the South is getting ahead of the procession. More honor to its wide-awake newspapers and business men! Go South, young man, go South!

The South resents, as it has the right to do, the constant drawing of the sectional line by politicians and newspapers in the North. Our Southern friends say that such lines are never drawn regarding the West, the Pacific Coast, or the New England States, but if anything happens in the South, it seems as if it must always be mentioned, in connection with the sectional idea. The country is rapidly getting over the memory of Mason and Dixon's line, and if the time ever comes when the race question can be eliminated from consideration in elections in the Southern States, the "Solid South" will be a thing of the past. The late Henry W. Grady, of the Atlanta *Constitution*, predicted in my presence, a year before his lamented death, that the time would come when the South with all its rich natural resources, would be a more ardent advocate of the policy of Protection than industrial New England has been. This prediction may come true much more quickly than some of us have anticipated.



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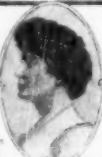


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How America Paid for Her Wars

Continued from page 570

as they are about to do in 1919; though that time the value of the bonds was clouded by a determined effort to repudiate the interest-bearing debt. This was the period of a demand for unlimited and irredeemable paper currency; commonly called the "Ohio idea" or "soft money," which through Nast's cartoons came to be known as the "rag baby." To some minds the argument was unanswerable—you bought bonds with greenbacks; what was the injustice of giving you greenbacks in extinction of the bonds? This off-hand reasoning left out of account the fact that what the bond buyer really subscribed was the things that his money bought for the war, and that the more greenbacks were paid to him the less the value both of greenback and of bond.

In the election of 1868 General Grant was chosen President, and he aided Congress to pass the significant act of March 18, 1869, by which the faith of the United States was pledged to paying all obligations of the United States "in coin," unless otherwise stipulated before the loan was subscribed. The crisis was dangerous; and the main reason why this idea of trick finance failed was the wide distribution of the bonds throughout the country. The bond subscriptions were the nation's savings bank.

That lesson also should be taken to heart under our conditions, which are so similar in many respects. The more the subscribers to the new Victory Loan, the greater the number of people who will feel a responsibility for helping to keep the ship of state on an even keel; and the greater the number of voters who will insist on Representatives and Senators who will stand for observing the national promises and for preserving the national credit. Therefore the men and women who put in their best efforts for a popular loan, including many small subscriptions, are performing a great public service.

What we need just now is the same kind of lively publicity that made the previous Liberty Loans successful. Something might be learned from the experiences of the promoters of the loans just after the Civil War, when appeal was made to the newspapers to back up the loan; and Horace Greeley created an eternal debt of gratitude by the warm support of his editorials in the New York Tribune. Traveling agents were sent through the country—the spellbinders of their time. The religious papers backed up the loan.

Night agencies were also established, more than fifty years before the Liberty Loan drives. As was said at the time, "these small subscribers won't sell their bonds. They buy to keep. Every little fifty dollar or hundred dollar bond they get is a nest egg. They will pinch and save and work to buy more."

In that period of storm and stress, the American people realized that they must

not only fight a war but also pay for it, and could only pay for it by adding to the heavy taxes which they cheerfully bore large subscriptions to finance the period of reconstruction. These large sums enabled the Government to clear up its war expenses, and to get rid of the high interest securities. In 1871 began the issue of five per cents; in 1878 of four per cents. The loyalty of the people in the time of need made the credit of the United States an ironclad security, so that not many years ago buyers were found for a two per cent. United States bond at par.

How different the situation of the United States compared with that of the defeated Central Powers and even of the victorious Allies! No man can see the possibility of redeeming the debts of Germany, Austria-Hungary, and Turkey; and whatever there is of government in Russia has threatened repudiation. The interest charge on England, France and Italy is frightful. We in the United States have fought a short war—short because of the prodigious efforts to raise men and money. We shall come out with a big national debt, and also with big national resources to carry the burden. Nowhere on the face of the earth is there so safe and solid a creditor as the Government of the United States of America. Yet, till the war is officially over and the troops are withdrawn, and outstanding debts and contracts are settled up, the country must keep up the necessary loans. That is part of the price of freedom. Alongside with the honor of fighting and winning the war, goes the unescapable and welcome honor of paying for the war.

Homer Croy's New Novel

HOMER CROY, the humorist writer, who has ventured in several directions with success, has a field of his own in which he is inimitable. This he exploits in his recently published novel, "Boone Stop," an original and distinctive piece of work in which he need fear no rival. Mr. Croy evidently draws on his personal knowledge and experience of the life and scenes which he portrays. The locality of the story is a rural section of Missouri, and the odd names of the characters and their peculiar traits, sayings and doings, are a delight to the lover of novelty in fiction. While the author sketches things photographically, there is a narrative movement from beginning to end. The book has a flavor which only Homer Croy could impart to it. Brimming over with humor, it also has touches of seriousness and pathos. Every reader of LESLIE'S who has enjoyed Mr. Croy's many articles in its columns will be glad to know that "Boone Stop" is one of the "best sellers," and will want to possess it. New York, Harper & Bros. Price \$1.50 net.

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Aeolian Hall	Concerts	Leading artists in recitals	Lyceum	Daddies	Bachelors and kid dies
Astor	East is West	Fay Bainter as Chippendale	Lyric	The Unknown	Genuine thriller
Belmont	A Burgomaster of Belgium	Masterlinck drama	Madame Elliott	Tea for Three	Exceptionally witty
Booth	The Woman in White	Mystery melodrama	Miller	Mrs. Nelly of N'Orleans	Mrs. Fiske at her best
Broadhurst	39 East	Comedy by Rachel Crothers	New Amsterdam	The Velvet Lady	Good musical comedy
Carnegie Hall	Concerts and lectures	Music by leading organizations and soloists	Park	Opera Comique	Good singers in repertory
Central	Somebody's Sweetheart	Tuneful operetta	Playhouse	Forever After	Alice Brady in romantic play
Cohan	A Prince There Was	George M. Cohan	Plymouth	The Jest	New play with John and Lionel Barrymore
Cohan & Harris	The Royal Vagabond	Rolling satire on comic opera	Princess	Oh, My Dear!	Smart musical comedy
Comedy	Toby's Bow	Southern comedy	Punch and Judy	Penny Wise	Lancashire comedy
Cort	The Better Ole	Bairnsfather humor	Republic	The Fortune Teller	Marjorie Rambeau
Criterion	Three Wise Fools	Sentimental comedy	Selwyn	Tumble In	New musical show
Empire	Dear Brutus	Barrie charm	Shubert	Good Morning	Brisk musical comedy
48th Street	Come On, Charlie	New comedy	Vanderbilt	The Little Journey	Character comedy
49th Street	Take It from Me	Bright musical play			
Gaiety	Lightnin'	Delightful character			
Garrick	The Bonds of Interest	New Spanish comedy play			
Globe	The Honor of the Family	Otis Skinner			
Harris	The Good Bad Woman	New drama			
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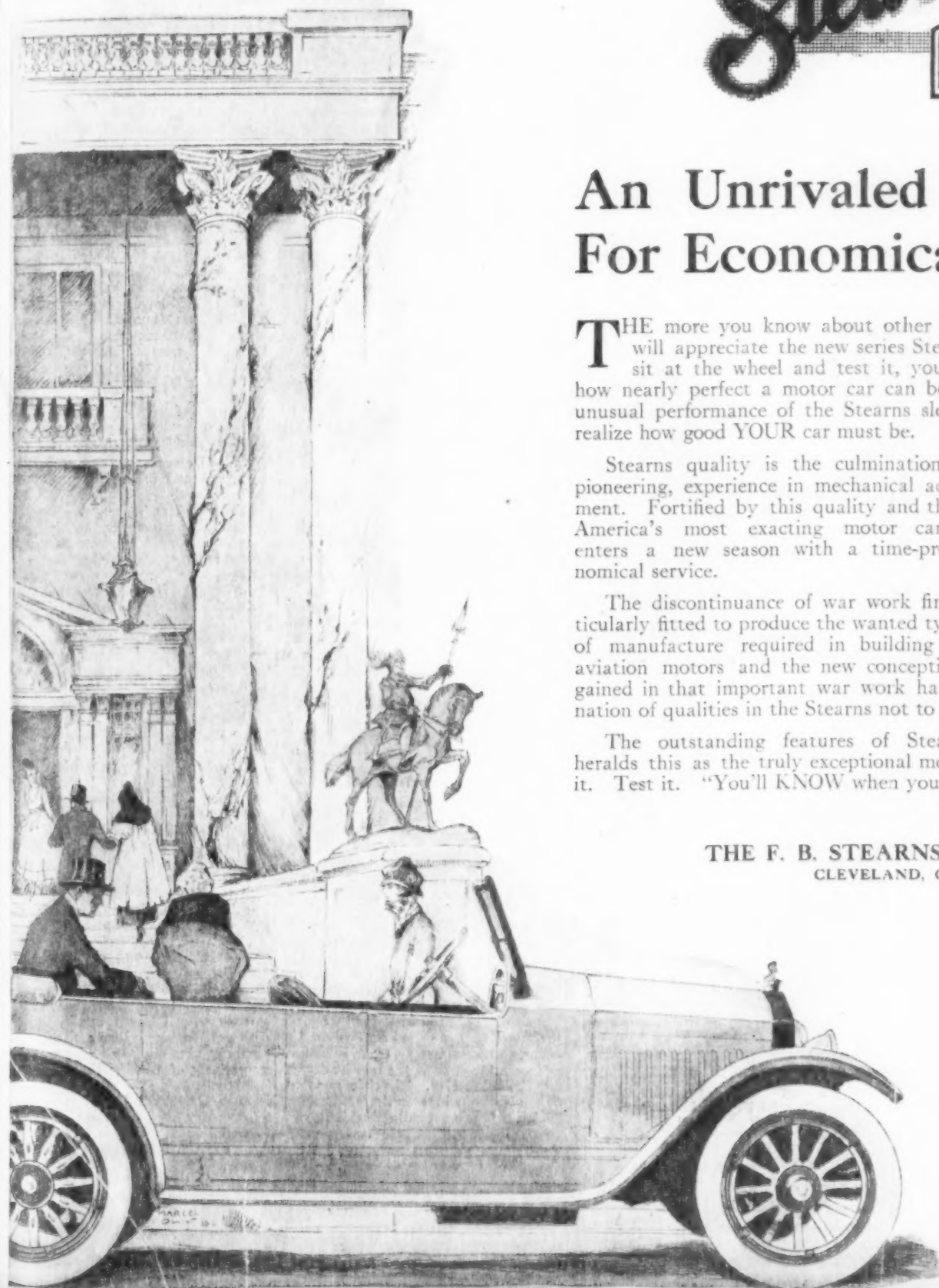
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How Harrison Chose His Cabinet

Continued from page 574

In the Chicago convention Vermont was the only State that from start to finish cast its solid vote for Harrison. Vermont was near the end of the roll call, and as each ballot was taken the moral influence of the announcement by the Chairman of the delegation, Redfield Proctor, "Vermont casts its eight votes for Benjamin Harrison," was powerful, and cumulative with each repetition. In the slate-making process Gen. Proctor's name was tentatively removed from time to time, but was speedily restored and finally stayed "put." Gen. Proctor was in California, and was wired to stop off at Indianapolis en route for home. This he did, and after personal interview the War portfolio was offered and accepted.

About noon one day the bell rang, and answering it I saw a well-dressed gentleman of quite youthful appearance, who presented the card, "Mr. John Wanamaker." I invited him in, saying he was expected. Gen. Harrison's habit was to take a midday walk, and Mr. Wanamaker asked whether a man he had espied from his cab was Harrison. The two men, Presbyterian elders as they were, had never met. The General soon returned, and we sat down to luncheon. After the interview, Gen. Harrison asked me rather quizzically, "What do you think of him?" I answered he was certainly "different," to say the least. Mr. Wanamaker had been active as a business man in the campaign, and his appointment to a Cabinet place was agreeable to Pennsylvania. He was selected for Postmaster General. He is the only one now living of the eleven men who were associated with President Harrison as Executive Secretaries. With the exception of Gen. John W. Foster, whom I had known for many years in Indiana as an editor and in political life, Mr. Wanamaker was the one Cabinet officer with whom my relations were specially intimate. I counted it an honor to enjoy his friendship, and he was my bondsman as paymaster during the entire term of my active service in the Army.

Gen. John W. Noble, of St. Louis, was in a way, the personal choice of the President for Secretary of the Interior. They had known each other long as lawyers, and both had been general officers in the Civil War.

The Attorney Generalship, and the Navy and Agricultural Secretaryships, were not determined upon until after arrival in Washington. Gen. Harrison desired to have New York represented in the Cabinet, and two of the places were left open purposely to accommodate the New York situation. For Secretary of Agriculture, Gen. Jeremiah M. Rusk, of Wisconsin, was finally agreed upon, and I wired him on March 5th to come to Washington.

The New York problem was specially troublesome, but was at last solved by the appointment of Gen. Benjamin F. Tracy, as Secretary of the Navy, who was agreed upon in conference between the President and the New York leaders headed by Chauncey M. Depew. The Attorney Generalship then came to his law partner, Mr. W. H. H. Miller.

Senator Thomas C. Platt had been made to believe that a promise, more or less direct, had been given that he should have a place in the Cabinet, the Interior department being specified. The claim was that, on the basis of a letter in the hands of Mr. Elkins, this understanding had been conveyed to Mr. Platt. There was no foundation in fact for such a story, and in later years Mr. Platt came to recognize that Gen. Harrison had given no such pledge, either implied or direct. In a railway train between New York and Washington Hon. Louis T. Michener, who was closely related to the campaign for Harrison's nomination and election, met Mr. Platt; and the latter voluntarily stated that he

had become convinced that Harrison had never authorized such a statement as he felt had been made to him, and expressed his high appreciation of Gen. Harrison's character. Mr. Michener wrote this to me some time ago, when I had occasion to once more refute the improbable and impossible story.

Before the election an effort was made to secure a promise from Gen. Harrison for a Cabinet appointment for Mr. Platt. Mr. Miller was in New York City, with Hon. John C. New, and was approached upon the subject. The parties interested would not take Mr. Miller's word as final, but insisted upon Gen. Harrison being directly interrogated. Mr. Miller made the trip to Indianapolis, only to be assured by the candidate that he might be defeated for the Presidency but he could not be dishonored by making pre-election promises of any such nature. Mr. Miller's letter stating this fact is in my possession.

The new Cabinet met on the 7th of March to get acquainted with each other. Among other things a church census was taken, showing that every member was of Presbyterian order or affiliation—an unsuspected and unprepared thing. On coming out of the Cabinet room Secretary Proctor stopped at my desk and said that he and I would have to look after the interests of "our Church." He had built a union chapel at Proctor, his home, and the seat of his large marble works, and that year the pulpit was being supplied by a Methodist minister under appointment from the Bishop. Gen. Proctor was a very "human" being. He was accustomed to say that "I afford and I are good, strong Methodists—Halford is good, and I am strong." He was a lover of good horses and brought to Washington a span of Morgan beauties that he was pleased to drive. I have a note from him, saying, "Dear Mr. Halford; I am establishing my claim to be considered a good Methodist stronger and stronger. Yesterday, when taking a kind of a farm jog with the black ponies around the White Lot, the policeman held me up and notified me that I was taking too fast a gait! Very truly yours, Redfield Proctor."

He wrote me a letter from Proctor saying, "Rev. Geo. E. Stockwell, belonging to 'our Church,' has been recommended to me for Chaplain. I think the appointment would be a good one from our Church standpoint. Can you inquire through the regular 'Methodist' channels about him?" In another note, asking that the President would write an autograph letter to Colonel Estey, of Brattleboro, the well-known organ manufacturer, he said: "The President will do just as you say. You are a little better Methodist than he is a Presbyterian, and you ought to have the right to decide this matter." In another note written when he was on an inspection trip with the General commanding the army, he said: "On Sunday morning I attended church like a good Methodist."

There were three breaks in the original Cabinet by the death of Mr. Windom, January 26, 1891, by the resignation of Gen. Proctor to become the successor of George F. Edmunds, who resigned his senatorial seat April 8, 1891, and by the resignation of Mr. Blaine June 4, 1892. These vacancies were filled by the appointments respectively of Charles Foster, of Ohio, Stephen B. Elkins, of West Virginia, and John W. Foster, of Indiana.

There was much criticism of the original Cabinet because it had no "politicians" in it, as some of the leaders estimated politicians. This weakness, if it was a weakness, the President endeavored to overcome by the naming of Gov. Foster and Mr. Elkins. Speaking of this criticism on one occasion, the President said to me, "The Cabinet is one I can sleep over." Whether the Cabinet was improved by the changes

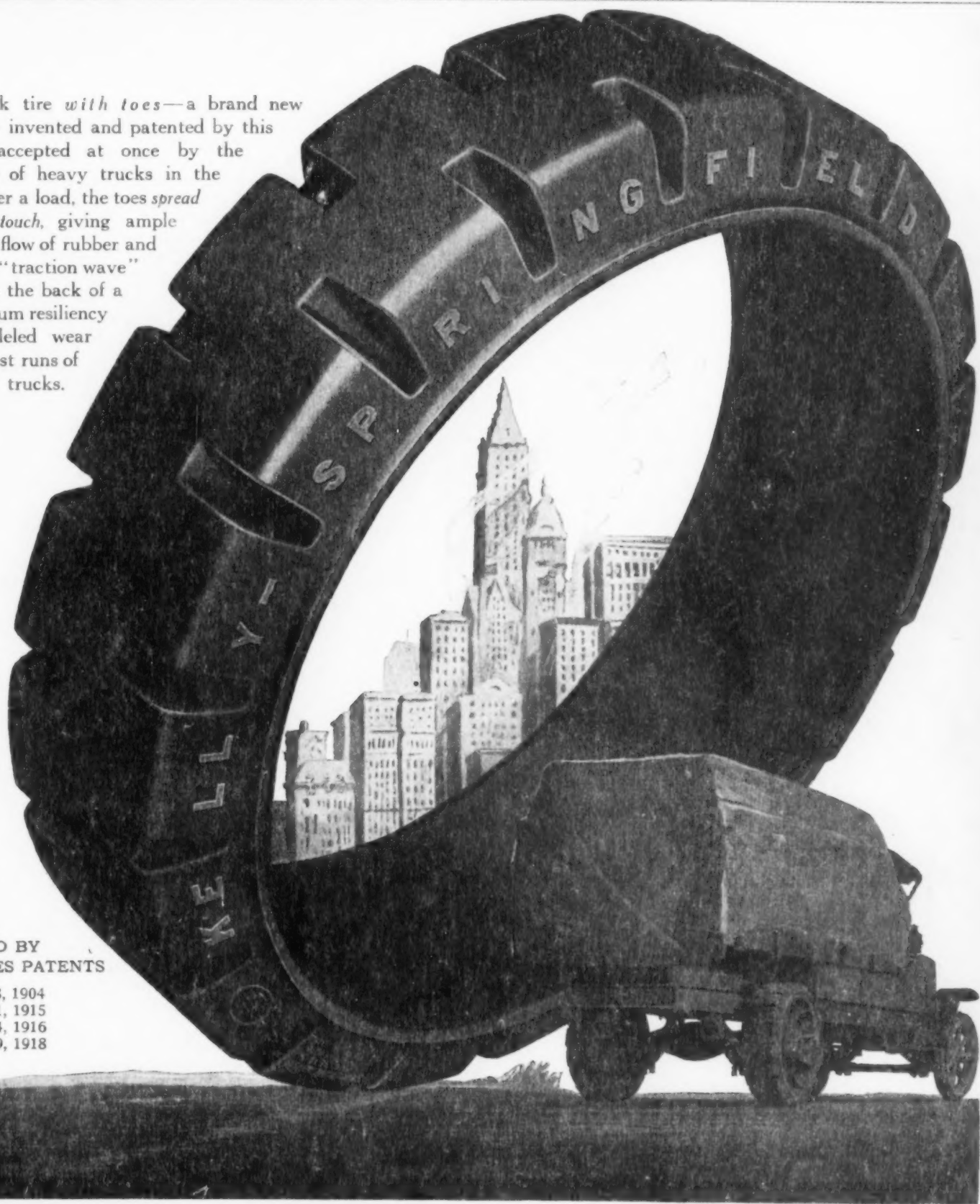
Continued on page 596

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How Harrison Chose His Cabinet

Continued from page 594

is, as Kipling would say, another story, not pertinent here.

It was understood that Mr. Lincoln might not serve out his full term as Minister to England. Gen. John W. Foster said to me that in such event he would like to round out his diplomatic career by going to London. He had been Minister to Mexico, to Spain and to Russia, besides serving as Special Envoy on more than one occasion. He had been in charge of negotiating the Reciprocity treaties under the McKinley Act. No one in the country knew the State Department and its work better or so well. In view of all this, upon Mr. Blaine's resignation I went to General Foster and told him it would be a better "round-out" to become Secretary of State than Minister to England. He considered the matter for several days and advised me he would take the place if it should be tendered. His name, of course, had naturally been in the President's mind, and when I went over the matter with him he readily agreed, and instructed me to so advise General Foster. Secretary Foster became agent of the United States in the Bering Sea Arbitration and left for Paris February 25, a week before Harrison's term expired.

Had Harrison been re-elected Chauncey M. Depew would have been Secretary of State for the new term. After the election in 1892, the President sent Mr. Depew an autograph letter, expressing his sense of obligation to him for all he had been and done, regretting that now he had "nothing but broken bits" to offer any one.

I was recently asked if a photo were taken of Harrison and his cabinet. None was of the original Cabinet, but the outgoing Cabinet was photographed. It was suggested that photos of Mr. Blaine and Mr. Windom could be placed in a picture, and Senator Proctor being at hand, the old Cabinet could be reproduced; but so far as I know this was not done.


Baseball's Greatest Season Opens

Continued from page 578

ing example of what can be accomplished in ballroom by clean living.

Colonels Ruppert and Huston, owners of the Yankees, continue to back Miller Huggins to the limit, and they surely deserve a pennant winner to repay them for all they have done for the sport. There is no doubt that Colonel Ruppert (Colonel Huston was fighting "over there" at the time) swung the big deal for Shore, Lewis and Leonard by handing \$20,000 in real money to the Red Sox. Caldwell, Love, Walters and Gilhooley went along to Boston as part of the deal. But for the money consideration the trade could not have been made. George E. "Duffy" Lewis, who in the past contributed so greatly toward making the Red Sox repeated winners of world's championships, will be a tower of strength in the Yanks' outfield. Since 1910 he has batted near or better than .300, and as he is but thirty-one years old, should continue to be one of baseball's real cleanup sluggers for a long time. He is a wonderful fielder and several catches made by him in the 1915 series with the Phillies at Braves Field rank among the greatest plays in championship annals.

Zach Wheat, who led the National League in batting last year with .335, will be the Dodgers' captain this season, after ten years' service with the team. He will continue to play in the outer garden with Myers and Griffith as side partners. He will be more popular than some of his predecessors. Tommy Griffith, formerly of the Reds, should help the Dodgers. In 1918 he had 201 putouts, 18 assists and 7



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errors for a fielding average of .969 and hit to the tune of .265.

Hal Chase has been acquired by McGraw to cover first for the Giants, and to obtain him from the Reds he gave Holke and Bill Rariden, valued at \$15,000. Chase, though thirty-six years old, still is a great ball player despite the fact that he has done many "eccentric" things which brought upon his head the displeasure of baseball authorities. Holke is ten years his junior, but does not think as quickly and his haste to obtain "essential" employment when the United States entered the war is said to be one of the factors which caused McGraw to make the change at the initial corner. Good, "old" George Gibson, erstwhile coach for the Giants' pitchers and now manager of the Toronto International League team, has been among those at the New York team's training camp. John J. requested the veteran backstop to handle his young twirlers before the opening of the regular season, and the offer was accepted. Gibson is a marvel at this kind of work.

Herbert Thormahlen will be the real dark horse of the Huggins twirling outfit. Purchased by the Yanks from Baltimore the latter part of 1917, he made a brilliant start last season. His best performance was on May 22, when he shut out the world's champion White Sox in a fourteen-inning battle, with Cicotte opposing, and won 1-0. His string of victories soon caused him to be hailed as the American League's pitching sensation, but he was taken ill in June, then injured his back, and retired for the season. If in good health he should be a consistent winner in 1919.

There is no longer need for any alarm that Grover C. Alexander, the Cubs' star heaver, will be compelled to spend the coming season patrolling German territory along the Rhine. He has been ordered home, and should be mustered out in time to be of great assistance to his team. The big question is, has his service in the army affected his pitching ability? Ray Keating, a veteran, will toss for the Braves this season. For a time with the Yanks he appeared to be a coming star, then went back to the minors. Last summer, when wartime conditions broke up Huggins's pitching staff, he was recalled to New York. In 1918, with St. Paul, he won 9 and lost 7 games, his fielding average was .957 and he hit .200. The Yanks have dragged "old" Jack Quinn back into the big time from the Pacific Coast League, giving four young players, including two promising pitchers, for him. Not long ago Owner Comiskey, of the White Sox, threatened to go to court to obtain the services of Quinn, but finally decided to accept the ruling of the National Commission. It is a mystery why this player has been in demand, but the future may justify Huggins's judgment. Ferdie Schupp, of the Giants, ball-dom's pitching sensation in 1917, will be back this year. He was no use to the team in 1918, when a sore arm prevented him from getting his usual "hop" on the ball. He asserts that he has recovered full use of his twirling "wing," and his teammates hope sincerely that he has, for his services will be sorely needed by the New York outfit.

Corporal Benny Kauff, who enlisted instead of hunting a bomb-proof job in a shipyard, will be back in the New York pasture and assisting the other Giant sluggers; and Al Demaree, tosser with the Phillies and Giants in the past, will try his fortunes with the Braves. Sam Agnew has shifted his base of operations to Washington. He obtained his release from the Red Sox to join the forces of the "Old Fox," and may help Washington. Last year he stood tenth among the American League catchers, but his batting average was down to .166. Walters, the young backstop who was sent to the Red Sox in the big trade, is a wonderful young catcher and a beautiful thrower, but last year he finished the season with a batting average of only .199.



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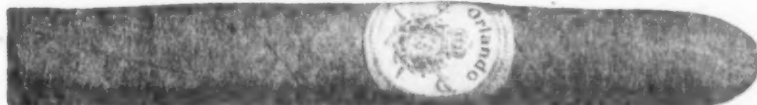
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The Young Minister of a Young State

Continued from page 580

slovak immigrant in obtaining American citizenship.

As soon as the European War broke out, Mr. Pergler took a prominent part in the movement for Czechoslovak independence. He is one of the signatories to the Czechoslovak Declaration of Independence of November, 1915, the document that officially launched that extraordinarily daring and romantic campaign of building a nation in the heart of Europe.

During the residence of President Masaryk of Czechoslovakia in the United States, Mr. Pergler acted as his secretary. When the new republic had been formally recognized, and a legation established, Mr. Pergler was appointed the first diplomatic representative of the new allied country in America. To his difficult task Mr. Pergler brings an intimate knowledge of both countries, a legally trained mind (he is a member of the executive committee of the State Bar Association of Iowa), great vitality and a supreme confidence in democracy.

He Tried to Kidnap the Kaiser

Continued from page 580

and so he was soon christened "the baby Senator" in spite of the fact that he is well over six feet in height. He is a graduate of Sewanee College, and before his election was an attorney and publisher of the Danville Tennessean. When war broke out Lea enlisted and won a commission as major at Camp Jackson with the 114th Field Artillery, which was a part of what has since become the 30th Division, which with the 27th Division distinguished itself by smashing the Hindenburg Line.

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The Work of the Red Triangle

By WILLIAM SLOANE,

Chairman National War Work Council, Y. M. C. A.

THE war work of the Y. M. C. A. did not end when guns ceased to fire on the fronts. Victory is bringing its problems as did the war. Its workers are scattered in Russia, France, Italy, Germany, Turkey, Macedonia, wherever battle flags are still flying, wherever soldiers are under arms and in need of comfort and succor.

Napoleon used to say that the spirit of an army was to the other factors of victory as three to one. Marshal Foch said, "The will to do is half the battle." Now that victory is won we may in retrospect review some of the facts that made the American army the most remarkable body of men ever assembled in the history of the world. Not only was it well clothed, well armed, well fed and well trained, fit to fight, but more attention was paid to the mental, moral and physical welfare of its men than was ever paid to any army before in history. That our American army officers saw this need is to their credit. That the American High Command entrusted part of this work to the Y. M. C. A. proves their faith in the efficiency of this organization. And it was a man's-sized job, full of work, full of opportunity, full of peril, no job for Lilliputians but a herculean task for red-blooded men and women.

The Y. M. C. A. knew something of war. It had served the soldiers in the Civil War. It had followed the army in the Spanish-American War. It had learned lessons in aiding humanity in the Japanese-Russian War. It had been on the Mexican border with the regular army and the National Guard. It knew something about men and boys, about army camps and hardships. General Pershing knew something about the Association. He has said: "Give me nine men and the Y. M. C. A., and we will have a more effective fighting force than as though we had ten men without the Y. M. C. A."

A lonely soldier is a poor soldier and an idle soldier loses spirit. The Y. M. C. A. stands for home and country, for high-class recreation, for physical welfare, for ideals that build up a man or boy, while idleness, vice, pessimism and discontent tear him down. General Pershing wanted the Association with him because the American army is made up of men and boys used to high standards of life, to comforts, to music and entertainment, to athletics and games, to social enjoyments and clubs, to books, newspapers and magazines. Such an army would be restless and discontented, lose force and spirit unless some of the comforts, conveniences and ideals of the homeland went with them to war.

Then began one of the most fascinating chapters in the history of the war. From one "hut" on the dock at Brest—a tent in which the Association secretaries waited in the spring of 1917 for the debarkation of American troops—to 1000 huts at the time of the signing of the armistice, the overseas organization grew and expanded. To conduct the overseas work alone required 9869 workers. And they ministered to the needs of an army in France of over 2,300,000 men.

The huts were always crowded with soldiers, too. There they went when they were tired from drill, or exhausted from the strain of battle. There they found friendly workers, ready to give them cheer or counsel, to welcome them to fun and frolic. There they wrote their letters home, read books and magazines, listened to the latest phonographic records, played games, chatted with their pals and in the cold of winter kept warm. Oftentimes, the huts—with coal at \$60 to \$70 a ton—were the only warm places thereabouts.

Hundreds of the boys had given up school to go to war. Many were ambitious to continue their studies. These were

helped with books and instruction. The illiterate were encouraged to study. General lectures were open to all. The educational work in which the Association is so experienced grew apace.

In the huts were also the canteen rooms. At one end was the canteen counter where the boys crowded up to get their coffee, chocolate, cigarettes and cigars, cakes, sandwiches and the like.

And the movies! Millions of feet of film went across the water, so that the comedy of Charlie Chaplin, the antics of Fairbanks, the girlishness of Miss Pickford might not become merely a memory to the boys. All of the very best productions were sent over. But there were no box-office receipts. The soldier's uniform admitted him to all the forms of entertainment furnished by the Y. M. C. A., the cost of which ran into the millions. The army needed relaxation. The Association gave it free, the best entertainments in the world.

"Baseball is my middle name," said an American doughboy shortly after he arrived in France and went hunting in French stores to buy a bat and ball. He didn't find them, which was provoking, since he had his nine already organized and had challenged a rival company to a duel on the diamond. There were others who craved the great national pastime. Soon the call reached the Y. M. C. A. Cables went home: "Ship baseballs, mitts, bats, everything for baseball from catchers' masks to score books." They were shipped. Soon France saw our soldiers' passionate devotion to their national sport.

Other games followed. Sports proved one of the very best methods for keeping the army in fine spirits. Athletic instructors were sent abroad in rapidly increasing numbers. They taught the soldiers fencing and boxing, handball, volley ball, football, soccer. Every sport known to the American boy from leapfrog to pitching quoits was soon running in full blast in the athletic fields of the big army camps in France.

With this work started, we can picture the military authorities deeply gratified as they checked off some of the things accomplished: Recreation program under way; amusement program started; athletics in full blast.

The Association took over the operation of the canteens in France so that more men in the Quartermaster's Department needed for combat could be released. It tackled the canteen business, sold its articles as directed by the army at cost, plus transportation and marine insurance charges. Huge quantities of goods were purchased at war prices in the open market in France, England and the United States, to meet the demand of the soldiers. Later the Quartermaster's Department furnished the Association goods direct from its commissary stores, enabling it through savings in transportation and marine insurance to reduce the prices to the soldiers. This business assumed huge proportions, necessitated a large motor transport service and was equivalent to running in France a great chain of country grocery stores and refreshment counters.

The existing chain tobacco and grocery stores in the United States have taken years and a complete business organization to build up. Let the average business man ponder on the magnitude of the task of forming an organization like this in less than six months, with locations shifting as troop centers changed, as the battle lines shifted, with the enemy shelling lines of motor transportation.

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Continued on page 600



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The Work of the Red Triangle

Continued from page 599

ness was huge, the canteen department showed a substantial loss at the end of last year, which establishes the fact that there was no profit-making motive.

The Association had become the Government's selling agent. It was instructed to sell at cost. It sold goods at a loss. This was carrying out the Government's orders in more than a literal spirit. The benefits went to the soldiers for whom the service was intended.

Vast quantities of supplies were given away in the fighting zone—cups of coffee and cocoa and cigarettes. After one battle the secretaries gave away 26,000 cups of cocoa and 10,000 cigarettes.

Now that the fighting is over and the strain on the manpower of the army is ended, the Association has been permitted to turn back the canteen business and to devote itself to its large recreational, educational and entertainment program. New duties came. The Association took charge of entertainments and amusements in the leave areas. Leave areas are where the soldiers go on vacation. Instead of going aimlessly to the big cities where vice flourishes, they are sent to selected places. The army provides board and lodging. The Y. M. C. A. looks after their recreation. The big health resort at Aix-les-Bains is typical. There the Y. M. C. A.—as in all the other leave areas—has halls, clubrooms, lecture rooms, gymnasiums, baths, moving picture shows and theaters, all of them in large buildings, some of them palaces fit for kings. The boys meet trained Y. M. C. A. women workers and the sight of these clever, devoted American girls is a welcome sight to the nerve-racked ones arriving from the monotony of camp and trench life. At Aix and other leave areas parties are taken on motor trips, on mountain climbing expeditions, skiing and snow-shoeing. Picnics, dances, music, picture shows, theatricals and social life make these vacation areas just like a bit of heaven.

In November rest resorts were in operation in the four leave areas in Savoy, Brittany, Auvergne and Dauphine, with accommodations for 14,000 men at a time. To these mountain and seashore resorts a continual stream of men kept coming and going. Since the armistice, great areas have been set aside in other mountain and seashore regions so that a total of 41,000 men may be accommodated at one time.

The work abroad cannot be demobilized until the army comes home. The excitement of battle over, the work becomes more difficult, more important. The boys are restless. They feel their work is over. They want to come home. Under direction of Brigadier General Rees, educational experts are assisting the army in its big educational program of giving instruction to the ambitious. The Association has just shipped \$2,000,000 worth of text books and school books to the soldiers. The American Library Association will give a million dollars for books of reference to help the movement. Do you realize what this means to the men who hate to stand still a year or two in their mental development while serving in the army?

Not only did the Association accompany the American Army to France, to Russia, to Italy, but also it answered all the calls from the Allied armies, and the Red Triangle flag flew along the far-flung battle lines in many lands. It has followed the Army of Occupation into Germany, it is with the A. E. F. in France, still flying its flag with the many Allied armies, answering the calls in the war areas for help. Its problems and its work are still huge. And now that our own boys are coming home the Association has taken on a new labor, that of helping the returned soldier to find employment, and it is bending all the energies of its organization to this reconstruction problem.

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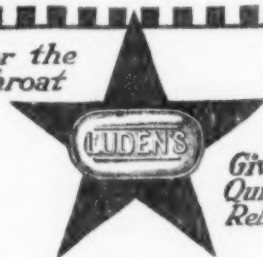
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Shadows of the Peace Conference

By CHARLTON BATES STRAYER

THE darkest picture of the Peace Conference in its entire history is that painted by Frank H. Simonds. He says the League of Nations is "dead," that the best that can now be gotten is a "patched-up peace," which will leave Europe as full of wrongs and injustices as it was before 1914, and the German once more free "to begin again, this time by economic as well as military methods, the organization of his Mitteleuropa." Mr. Simonds attributes the collapse of the League of Nations to the panic following the arrival of the Bolsheviks at Budapest. This, he declares, has resulted in shutting out Poland and Czechoslovakia from the sea, the mutilation of Yugoslavia at the behest of Italy, and the reduction of French demands to the point which Germany will accept. He holds that the Conference is abandoning the smaller peoples of eastern Europe to the Bolsheviks now and to the Germans hereafter, and is sacrificing France to the Germans. I do not believe the situation is so bad as Mr. Simonds has pictured it. I would have greater respect for his opinion if he had not changed his base so often since he went to Europe. Undeniably the surrender of Hungary to Bolshevism and the deadlock on reparation have produced a serious crisis at Paris. The Allied Powers are reaping the fruits of never having had a Russian or Bolshevik policy, and Germany is using the Budapest revolution and the cleavage between England and the United States, on the one hand, and France, upon the other, in the matter of indemnity to lessen the rigor of peace terms.

If the Allies back down to Germany in the case of Danzig, Germany will have won her first diplomatic victory since the signing of the armistice, and will use similar threats on every subsequent peace question. But at this writing it is not established that the Allies have deserted Poland by refusing her an outlet upon the Baltic. Danzig is still an open question. While it may not be given to the new Polish state the probability is that it may be made a free port with neutral sovereignty. In a pessimistic article upon the League of Nations, Laurence Hills, correspondent of the New York Sun, says that the amendment providing for a unanimous vote eliminates the "last shred of super-sovereignty," weakens the League to a point where the covenant satisfies no one, and cites the present deadlock in the conference as an example of the practical difficulty in securing unanimity. Should the League of Nations go by default at the Peace Conference, I do not think any subsequent conference could take it up with even as great hope for success. I reaffirm my conviction that Britain, France and the United States will not permit the League of Nations to fail at this time. A reader writes to ask just "Why the League of Nations should be adopted." Because its object is to minimize, as far as anything is humanly possible, peril of war in the future. For this simple reason the Peace Conference dare not let it go by default.

Amendments Certain

When President Wilson conceded that certain amendments might be made to the constitution of the League of Nations, it became a foregone conclusion that numerous modifications would appear in the final document. The amendments suggested by ex-President Taft, Senator Lodge and President Lovell of Harvard have all received respectful consideration at Paris. In connection with the six amendments more recently proposed by ex-Senator Root, the special correspondent of the New York Times cables that President Wilson "has had the advantage of Mr. Root's judgment on several important questions concerning the formation of the League covenant." Several weeks ago it

was reported that the President was in close communication with an unnamed "leading Republican." Was this Mr. Root? Some of his amendments had already been taken up, but the question of compulsory arbitration, which Mr. Root insisted upon, was thrashed out before the original covenant was drawn and it was found to be impossible to obtain an agreement. Forecasts of probable changes in the constitution include the following: withdrawal upon two years notice; matters within domestic jurisdiction not to be passed upon by the Executive Council; the publication by a majority vote of all the facts in a dispute in case the Council's recommendation is not accepted; amendment of covenant by majority vote; mandates to be given only to those willing to accept them; and reservation concerning the Monroe Doctrine, if not in the covenant itself, a reservation by the American delegates at the end of the covenant, following the suggestion of Mr. Root.

No Compromise With Bolsheviks

The Princes Island conference never materialized, but "Prinkipo is in the air again." Messrs. Bullitt and Steffens, sent to Moscow by President Wilson on a secret mission, have returned to Paris with the recommendation that the Peace Conference open up negotiations with Lenin. This is not surprising, for both are pronounced Socialists. Lenin is represented as being convinced that Russia will not be able to resume industrial development without raw materials and financial aid from the Allied Powers. If the present Russian Government is in danger of going under without Allied aid, would it not be well to let it go under? If Lenin treats with the Allies it will be only for his own advantage. He has not changed his principles or his purpose, which is to bring about a world revolution and the overthrow of all existing governments. The Allied Powers made a mistake in not helping the orderly and conservative elements in Russia to put down Bolshevism when it first raised its head. That mistake has been far-reaching in its evil results, but it can not now be retrieved by making treaties with what has proven to be an autocracy a hundredfold more brutal and destructive than the autocracy it displaced.

The Saar Valley

Reparation is the rock on which the Peace Conference is splitting, and France is responsible for it. There are two views of France in this connection. According to the first, France is hysterical, demanding everything in sight and constantly changing her demands. According to the other view, France is asking only that she be given adequate protection from the Teuton menace in the future, and that she be paid only what is justly her due. The controversy centers about the Saar Valley, rich in coal deposits, which France demands shall be annexed in compensation for the malicious destruction by the Germans of her coal mines in the Lens district. Before the war Germany fed the furnaces of the Rhineland with 15,000,000 tons of coal mined annually in the Saar Valley. This coal region and the coal and iron mines of Alsace-Lorraine gave Germany her industrial supremacy and enabled her to prepare for the great war. Germany's destruction of the French coal mines was with the sole purpose of crippling France commercially for years to come. The Peace Conference would be untrue to its duty if Germany is not made to pay for this damage. France's desire for political appropriation of the Saar Valley cannot be countenanced. This would be a stupid repetition of the German blunder in regard to Alsace-Lorraine, though France has provoked Germany never had in the theft of the French provinces.



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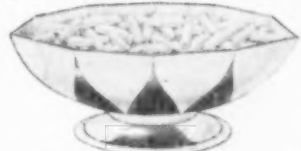
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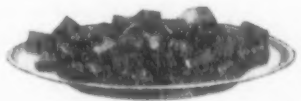
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Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

Weekly Suggestion. The meaning of the war, now that it is over, and our relation to the cost of the struggle is a timely topic in view of the forthcoming Victory Loan. This may be illustrated by the pictures and article on pp. 570, 572-573. In this connection contrasts might well be drawn between this country and the various disturbed areas portrayed on pp. 567-569. This country can well afford to back up the Government and complete the task it has undertaken. This idea is brought out particularly in Professor Hart's article. It is always an interesting comparison to draw upon the past as illustrated by this article and the article by Major Halford (p. 574). This issue also lends itself to a discussion of the prospects for a speedy pacification of Europe.

Pictorial Digest of the World's News, pp. 567-569. How many different nations are represented in these pictures? How do they compare in size and importance? Locate the points covered by the pictures on a world map. Which of these cities or countries would you prefer to visit? Why? Imagine yourself a newspaper correspondent who had actually witnessed one of the sights pictured here, and write it up for your paper. Which of the events referred to here would seem to warrant a special trip on the part of a news-collecting agency? Explain. What do you regard as the most serious situation and why? How many of these pictures illustrate problems before the Peace Conference? How? Do they throw any light on the progress the Conference is making? Is the outlook for a speedy peace bright as judged by the pictures? (Read in this connection Dr. Strayer's columns, p. 601. Whose view is supported by the pictures, Mr. Simond's or Dr. Strayer's?) In which of these situations are we most interested and how? What idea do you carry away from the picture of Danzig? of Constanta? of the German efforts to secure order? How do these pictures illustrate the strength and weakness of the British Empire? (Look up the extent of this empire on a map.) Why has Japan organized and drilled the Koreans? How do the methods employed compare with those in our own army? What other nations have done the same thing among the people whom they control? What has been their object? To what extent have such troops taken part in the war? Which of President Wilson's fourteen points seems to be in question in these events? Which of these pictures represent important efforts to solve some of the great problems now before the world? Of what value are these experiences to this country?

The Aftermath of War, p. 573. What after-the-war problems do these pictures suggest? Suggest a solution of each. To what extent is this country involved in their solution? What has the war really "cost" us? Estimate this in terms of your own community, i. e., noting as far as possible all its demands upon your own town or city, loss of life, disabling of young men, property loss, investments in Government bonds, taxation. Point out the benefits to be derived from this expenditure of men, money, etc. (State this as it has to do with your own community.) What did John Calvin mean to the world? to the United States? Why should we be particularly concerned over the destruction of his birthplace? Point out the impor-

ance of this work of rebuilding churches in Europe. What part did the churches play in the war?

How Harrison Chose His Cabinet, p. 574. How many members were there of this cabinet? How does it compare with the number now? How do you explain the increase? Note dates of creation of other departments and number of years since Harrison's time. Which of these men are well known today? Why? Thirty years from today which of the present cabinet, in your judgment, will be well-known historic figures? Justify your answer. What were the important events in Harrison's Administration? Did these men really have an opportunity to make a "record"? Was the present cabinet chosen in much the same way and for much the same reasons as Harrison's? Note the States represented here and the parts of the country represented in the present cabinet. Interesting reading in connection with this article is Mr. Harrison's account of some of his experiences with the Government machine in *This Country of Ours* (Scribner's).

Bitter Lessons in Bolshevism, pp. 576-577. By means of these pictures point out what Bolshevism has meant to Russia. What do you consider the "bitterest" of these "lessons"? To what extent has this movement received support from Germany? Why should it have been supported at all by Germans? Note the countries bordering on Russia in the west and point out the interest of each in the present situation. Some assistance may be had by consulting the pictorial digest, pp. 567-569. To what extent is Russia a grain-producing country? What purpose have her railroads served in the past? How do you explain the comparative neglect of these? How important are they now to her future? What attempt has the United States made during the war to help the Russian railroad situation?

How America Paid for Her Wars, p. 570. What types of people were interested in these early loans? How did their ability to take Government bonds compare with the ability of the same classes today? What were the methods employed then and how did they differ from those of today? What difficulties were encountered then that would not be met today? What has been the greatest agency for securing subscriptions in the present war? How many different agencies have been at work? Justify the effort to make each loan a "people's" loan. What was the population then and to what extent was it asked to bear the burden? Divide the total population by the amount to be raised then and now (covering either all the loans or one). What is your conclusion as to the size and difficulty of the task in each case? Present five reasons why every one who can should participate in the forthcoming Victory Loan.

With Our Picked Troops on the Rhine, p. 572. Fix on the map the location of this city on the Rhine. How large is the Rhine River? How much of a task is it to patrol it? How important is it? What advantages are there in the new routing of supplies for the American Army of Occupation? What are the most important cities where our boys would be likely to be stationed? For what are they noted?

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A Sailor's Easter

When I was just a little lad
At home in Iowa,
I used to love to go to church
Upon an Easter Day,
And hear the carols and behold
Along the altar-rail
The fragrant Easter lilies white
As moonlight on a sail.

But since I donned the navy blue,
With anchors on my coat,
On every blessed Easter Day
I'm sure to be afloat,
Though far upon the lonely waves
I've never failed to find
The glories of the Easter-tide
In sacred splendor shrouded.

The sunrise steeped in red and gold
Becomes a window high
All set with painted panes in God's
Cathedral of the sky.
The billows like an organ roll,
The winds among the wires
And ropes are voices, silver-sweet,
Of countless chanting choirs.

At eventide above the mast
The stars begin to show,
And then I see the loveliness
Of Easter lilies blow,
And like a vast dark altar-cloth
Set thick with pearls of foam,
The boundless waters spread away
Beneath the mighty dome.

The soul is nearer to the Lord
Upon the deep, for He
Went out among the fishermen
And walked upon the sea.
On all the oceans of the world,
In weather foul or fair,
He watches with the bluejacket
And keeps him in His care.

So if a sailor does his best
To serve the Stripes and Stars,
And steer a course to clear his ship
Of reefs and sandy bars,
Upon the last great Easter Day
The bo'sun in the skies
Will pipe him through the golden gates,
And into Paradise.

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How the Marines Stopped the Huns

THE story of the part taken by our "soldiers of the sea" in the great war is well told in "With the Help of God and a Few Marines," by Brig. Gen. A. W. Catlin, who commanded the Sixth Regiment of Marines in the fighting around Château-Thierry. The Germans were within forty miles of Paris, the French troops opposing them were exhausted and overwhelmed, but the Americans, fresh and resolute, were sent in and won the battle of Belleau Wood, after sanguinary fighting. The General pays earnest tribute to the members of his regiment, 60 per cent. of whom were college men. The book will add greatly to the esteem in which that ideal fighting organization, the Marine Corps, has long been held. New York, Doubleday, Page & Co. Price \$1.50 net.

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Jasper's Hints to Money-Makers



GEORGE C. RICE

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MRS. THEODORE ROOSEVELT, JR.

Who recently returned from France, where for many months she did Y. M. C. A. canteen work while her husband fought on the front. Young Colonel Roosevelt and his wife have made addresses from the same platform in New York.



SHERMAN ALLEN

Former Secretary-Treasurer of the War Finance Corporation, at Washington, who resigned to become identified with the National City Bank of New York. Mr. Allen has served as fiscal agent for the Federal Reserve Board and as Assistant Secretary of the Treasury.

NOTICE.—Subscribers to *LESLIE'S WEEKLY* at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of *LESLIE'S* in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be included. All inquiries should be addressed to "Jasper," Financial Editor, *LESLIE'S WEEKLY*, 225 Fifth Avenue, New York. Full name and exact street address, or number of post office box, should always be given. Anonymous communications will not be answered. The privileges of this department are not extended to members of clubs who are not individual subscribers.

WE are headed for prosperity. It may be too early to talk about the crop outlook, but we cannot disguise the fact that the outlook for winter wheat was never better, at this time of year, than it is in April, 1919, and never before, in our time, has the price of the wheat crop in this country been permanently fixed in advance and at the generous figure of \$2.26 a bushel.

Chairman Hurley, of the Shipping Board, proposes a plan by which the Government can be divested of ownership and our merchant marine put where it properly belongs—in the hands of private shippers under governmental supervision.

Director-General of Railroads Hines is bending all his splendid energies toward putting these great national steel-bound highways in fit condition to restore them to their owners, and Senator Cummings, one of the most influential men on his side of the Senate, is preparing to restore the railways to private ownership.

The copper situation which has been very troublesome has been settled with the price of copper at such low figures that the metal looks like a good purchase—a much better purchase than the shares of the producing companies.

The Federal Trade Commission has dismissed the complaint against Morris & Co., the Chicago packers, and Mr. Burleson has been advised by Mr. Mackay of the Postal Telegraph that the latter is prepared to transmit messages without advancing rates, if the Postmaster-General will only restore the lines to private ownership. All these are evidences of the trend of the times and peace is coming nearer every day.

It looks as if there is to be a race between the two great political parties to see which can do the most for prosperity. The Administration is advised that the incoming Congress proposes to carry out a platform of reconstruction that will appeal to the

American people. There is no question about this determination. Congressman Gillett, who is to be the next Speaker of the House, has publicly laid down the purpose of himself and of the majority. They are to have a budget, which is the first step toward an economical and efficient administration. They are to take the heavy hand of war off our industries and our public utilities and put these back to their status in peace. They are to spread the burden of our taxes over a series of years and not make us both fight the war and pay for it too, all at the same time. According to Mr. Gillett and Mr. Fordney, the new chairman of the Ways and Means Committee of the House, we are to put some of the war taxes on the producers of foreign goods who seek our markets as competitors with American capital and labor.

The enormous increase in the expenses of government cannot be met so largely hereafter from the tax on profits. The United States Steel Corporation, which paid a quarter of a billion of war taxes last year, will, on the basis of present earnings be able to pay only about one-tenth as much. Declining profits of other large industrial corporations point the same way.

How is the deficit to be met? Possibly by utilizing our war loans to foreign governments, approximately eight billion dollars. Secretary of the Treasury Glass says the Victory Loan will be the last. He may be mistaken. The people may prefer to lend money to the Government rather than to pay all they earn in war taxes. Our foreign loans would furnish an excellent basis for a Government loan at attractive figures.

Our Democratic friends are quite as anxious as the Republicans are to get credit for a return of prosperity. Only this purpose on its part could explain the extraordinary change in policy of the Department of Justice as affecting the United States Steel Corporation. That concern

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Under This Heading "Free Booklets for Investors"

on page 606, you will find a descriptive list of booklets and circulars of information which will be of great value in arranging your investments to produce maximum yield with safety. A number of them are prepared especially for the smaller investor and the "beginner in investing."

had been hauled up by the Department as a violator of the anti-trust law. One of the charges against it is that it has been fixing prices. Now the Government by consent of the Department of Justice joins in a conference with the Steel Corporation and fixes prices of iron and steel products for the ensuing year! The objects of this price agreement are succinctly stated by Judge Gary as "a revival and a stabilization of business by establishing a reasonably low basis of prices which would be satisfactory to the consuming public and yet, so far as practicable, would yield a moderate and reasonable return to the investor, and at the same time would not disturb wage rates or interfere with wage agreements."

This was exactly the purpose and the same plan of price agreement among the iron masters that the Department of Justice denounced as a violation of the Sherman act. We now have a man at the head of the Department who hails from the great industrial state of Pennsylvania, in which the Steel Corporation has its largest mills. He has, I hope and believe, a different conception of the needs of business than his predecessor, an honest-minded Texas lawyer with an anti-trust record which recommended him to Colonel House, who recommended Mr. Gregory to President Wilson.

During the war Mr. Gregory favored the postponement of the trial of the Anti-trust cases. He did this in the interest of the country's welfare. What a bold and sagacious stroke it would be for the new Attorney General to dismiss all the pending actions against the United States Steel Corporation and sundry others as he has just done with Corn Products on terms of agreement, such as were entered into by the International Harvester Corporation, that would establish the good faith of the corporations (that did their best to help our Government win the war) and give them a new freedom under the strict scrutiny of the Attorney General. Such action, at this time, would make business lift up its head all along the line—for as Senator Edge of New Jersey recently said, "There is vital need of reassuring American business." This is the opinion of all our industrial leaders. As ex-Governor Herrick of Ohio says, "The best governed people is the least governed people." The Pack and Motor Car Company says, "The great prosperity of this country has been due to our institutions; freedom of action both for capital and labor."

Administration leaders, I am advised, are very seriously concerned over the defection on the part of life-long Democrats who bitterly oppose the policy of prohibition. This is emphasized by the protest of labor unions against the closing of breweries. The rumor is not incredible that the sudden announcement that the breweries are to start up again and brew a beer containing less than 3 per cent. of alcohol was due to some sort of an assurance that the breweries would not be seriously interfered with and that, at all events, their case, when carried into the courts, would be permitted to drag until some solution might be found. It would not be difficult to prolong the litigation until the presidential election of 1920—now not so far off—and that would meet the exigencies of the situation as some of the party leaders see it.

With both political parties anxious to favor the things that make for prosperity and with the leading Committees of the next Congress in the hands of Representatives from the New England, the Middle, the Western and the Pacific states who are in close touch with the industrial situation, we have a right to expect a revenue bill in 1920 that will be far more equitable and far less onerous than the one that my obstinate friend Kitchin of Scotland Neck, North Carolina, insisted on framing despite the protests of business men from all sections. Kitchin is sincere. He did not seek to make his bill a sectional measure, but he lacked the business training and the close touch with the currents of banking, trade and commerce to fit him for his job.

It is no reflection to say this, for the job was gigantic beyond the measure of most men in Congress.

After the well-sustained rise in the stock market, with transactions mounting to over a million shares daily for several weeks, I began to see evidences that insiders who had the nerve to accumulate stocks on the low level of months ago have been taking their profits in the knowledge that a sure thing is always the safest to take. The fact that there were ready buyers of all the securities that were unloaded disclosed the inherent strength of the market.

The first signs of weakness were in some of the so-called "pooled stocks." As these rose and fell, they revealed the mixed currents of trading. As a rule, when these currents are visible, they indicate a general slowing down in speculation and gradual recession in prices.

Some of our best bankers are very unfavorably inclined to a bull market until the Victory Loan is out of the way. Everybody believes that the loan will fail unless the bankers make themselves responsible for it. If they have to do this, they will not be able to lend freely to traders in Wall Street. Fear of a possible stringency in the money market, therefore, led to considerable unloading by insiders. They usually see signs of trouble far in advance of others.

The market is fairly entitled to a good advance this spring and on recessions can safely be bought.

R., TROY, PA.: I am greatly disappointed in the action of U. S. Steamship and do not care to recommend it.

B., HAVERTOWN, PA.: Mo. P. and Rock Island common, with the railroads back in the hands of the owners on a fair basis, would be fair speculations.

C., BALTIMORE, MD.: I do not recommend the Okmulgee Oil Operators Company's stock as "a safe investment," and I think there are many better speculations.

S., ELKHART, IND.: The prospectus of the Spruce Creek Mining & Development Co., holding out a promise of dividends of 270 per cent., is so overdrawn as to discredit the whole proposition.

H., JOHNSTOWN, N. Y.: If the railroad situation is cleared up by the incoming Congress, as I hope and expect it will be, your St. Paul common should be good. I would take the chance of holding it.

N., NEW YORK: In view of the unsatisfactory outlook for public utility companies in Connecticut, I should regard Great Northern pfd. a better purchase for a woman than Connecticut Power pfd.

E., BARTLESVILLE, OKLAHOMA: I do not advise purchase of B. R. T. even as a speculation. It is not improbable that the stock will be assessed, and usually a stock is a better purchase after the assessment has been paid.

H., ANAMOSA, IOWA: Big Ledge Copper had a severe tumble a few years ago because a leading mining expert threw doubt on the value of the company's property. The stock shows no signs of recovery and is at present only a gamble.

M., OSHKOSH, WIS.: The Booth Fisheries Company is a large organization. Its earnings are liberal and it is paying 7 per cent. on preferred and \$2 a year on common. The preferred looks like a good business man's investment. The common is less desirable.

K., MEDINA, OHIO: At present, among the stocks that have long-pull possibilities I would include C. C. C. & St. L. common and pfd., Col. F. & I., Corn Products common if it declines to around 50, International Paper pfd., American Ice pfd., Willys-Overland pfd., Studebaker pfd., U. P. common, American Woolen pfd., Pierce-Arrow pfd., Cal. Pet. pfd. and Midvale Steel.

W., ELBA, N. J.: Both Southern Pacific and Chicago and Northwestern suffered big declines in net earnings last year, but they stood up well under the burden of Government control and earned their dividends by good margins. For one year only the best investment for your trust funds would be the new War Finance Corporation 5's. First-class real estate and farm mortgage bonds would also be excellent for the purpose.

H., NEW ORLEANS, LA.: Buy good \$100 bonds on the partial payment plan, such as N. Y. C. conv. debts. 6's, Southern Pacific San. Fran. Term. first 4's, American Smelting & Refining first 5's, Beth. Steel first and ref. 5's, U. S. Rubber first 5's, Dominion of Canada 5's and War Finance Corporation 5's. If you want a more speculative investment, buy sound dividend-paying pfd. stocks, such as I suggest elsewhere in these columns.

A., SOUTH RIVER, N. J.: I wish I could impress on all my readers who are being fascinated by the lurid literature of the many new oil schemes now being floated that they are asked to put up their good money for someone else to speculate with, and that their safest investment is in the well-established dividend-payers that can be bought all the way from \$20 a share and upward. Better have one share of these than 1000 shares of a new 25-cent scheme.

M., DEFIANCE, PA.: A workman seeking an investment "in a good-paying institution," as you put it, would do well to buy the same kind of security.

Continued on page 606.



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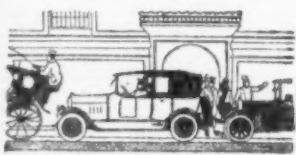
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Jasper's Hints to Money-Makers

Continued from page 605

ties as the big men of finance, from Mr. Rockefeller down, prefer to hold. Your \$50 would have bought two shares of Anglo-American Oil (with about \$14 to spare) and given you a dividend of about \$2.82. You have put the money, instead, into a new enterprise that has still to prove its earning capacity. In other words, you are supplying funds for someone else to speculate with.

P. PORT HURON, MICH.: American Marconi, although some time ago it paid a dividend, has not as yet reached the investment class. It is a long-pull speculation. The company's future has promise, but is not assured. Wireless communication is making great strides, but whether this company will make its stockholders rich remains to be seen. The stock is not listed on the New York Exchange for reasons best known to the managers of the company.

H. SCHENECTADY, N. Y.: If you are determined to speculate, International Petroleum, Willys-Overland common and Pierce Oil seem to have possibilities for patient holders. National Transit is more of an investment than a speculation. It is a good dividend payer and has had a substantial advance. New York Dock is paying a fair dividend, but I see no prospects of immediate appreciation. Predictions of tremendous advances in particular stocks are usually to be taken with a large grain of salt.

H. COLUMBIA, S. C.: If any man could accurately foresee "what this market is going to do next," he could make an unlimited fortune. No one can infallibly forecast the future, but Union Pacific and Southern Pacific, from present appearances, are good to hold. What will happen to U. S. Steel common depends largely on the adoption by the next Congress of adequate tariff protection for the industry. The Pierce-Arrow Co. has possibilities, and its common stock is a fair business man's purchase. The preferred is better.

M. MONESSEN, PA.: Western Union's dividend may be safe despite the meddling of the Government in its affairs, but I would rather buy the stock of a concern which is not subject to direct Government control. When the Government takes its hands off the company, the public will have more confidence in the stock. Owing to the mess that Washington officials have made of "the affairs of the railroads and of the telegraph and telephone companies, it is utterly unlikely that Western Union will be taken over permanently by the Government."

H. CHICAGO, ILL.: Elk Basin Petroleum is fairly well regarded. The company's holdings are not extensive, but productive. The property is operated by a subsidiary of the Midwest Refining Co., which pays working expense and purchases the oil produced. Elk Basin, therefore, makes only a trifling yearly outlay, and almost all its revenue is net. It is paying 50c per year and the stock is a fair speculation. The Crown Oil Co. is one of a number of concerns against which a suit is pending for sale of alleged worthless securities. Until this suit is disposed of, the stock is undesirable. The shares are quoted at only 27c.

M. WALLINGFORD, CONN.: Galena Signal Oil Co. has a better outlook under its new management. The company has not recovered from its great decrease of earnings in 1918, and the passing of the dividend on common. There are better S. O. subsidiary stocks. There is substantial value in Oklahoma Prod. & Ref. Company's stock, which is a dividend-paying but has yet to establish its record. Pennok Oil is still in the speculative class, and non-dividend paying, but promising. It is impossible for anyone to tell the "best speculation on the market." Opinions will differ on that point. Promising issues are mentioned in other answers.

C. TORONTO: There are exceptions to all rules. Usually the advice to "take a profit" applies to stocks or bonds of a speculative character, bought on margin, or to investment issues when their market position may have become weakened. The present market prices of U. S. Rubber first pfd. and of Willys-Overland pfd. warrant holding them as investments. For stocks whose prices are at present attractive and have chances of appreciation see other answers. American Car & Foundry is a good business man's purchase with dividends secured for some time ahead. It does not seem advisable to sacrifice Anacosta, as the copper market is stiffening, with a slightly improved outlook for copper stocks.

R. CLEVELAND, OHIO: The pfd. stocks you mention—Firestone Rubber, Sears Roebuck, U. S. Cigar Stores and Woolworth—are all good business men's purchases. It can not be foreseen whether these will advance or decline at the opening of the Victory Loan campaign. To judge the value of a stock, you consider the capitalization, the property, the earnings, the dividends and the yield on market price. Other considerations may from time to time affect the market position of an issue and these have to be taken into account. Many ingenious, and some fantastic, rules for buying and selling stocks have been devised, but none is infallible, and the safest course is to acquire a thorough knowledge of the financial situation and exercise your own judgment.

B. MILWAUKEE, WIS.: One with "a few thousand" to invest safely will find the best security in high-grade bonds, but the yield may not be much over 5 per cent. Public utilities, just now, are suffering from increased expenses and must have higher rates if they are to survive. The Milwaukee Railway and Light Co. 7's at present seem reasonably safe. A fair return with a good degree of safety for your means will be found in the purchase of two shares each of C. C. C. & St. L. pfd., Corn Products pfd., Union Bag & Paper, Atchison pfd., and U. P. pfd. Among the best bonds are the new 5's offered by the War Finance Corporation, United Kingdom 5½'s, Penn.

general 5's, West Shore 4's, Southern Pacific ref. 4's, C. B. & Q. general 4's, U. S. Steel s. t. 5's, U. S. Rubber ref. 5's, American Smelting & Refining first 5's, and International Mercantile Marine 6's.

B. GEORGETOWN, S. C.: American Beet Sugar has attractions as a business man's investment. The directors have declared dividends for the coming year at the rate of 8% on common, besides the 6% on pfd. The company's future depends on how successful the beet sugar crop will be this season, and on the market for sugar after this year. It seems probable that there will be a good demand for the product for one or two years to come. Tobacco Products Corporation is prosperous. The pfd. stock is more desirable than the common, paying a higher rate and always in cash, and not, as sometimes in the case of the common, in scrip. I have read with interest your courteous remarks regarding my recent references to the South. I agree with you that the South's prosperity should greatly increase during the coming years, and I am glad of it. The better times all other sections of the country has, the better times all other sections are likely to have.

New York, April 12, 1919.

JASPER.

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High-grade bonds and stocks may be bought on a favorable basis through J. Frank Howell, member Consolidated Stock Exchange, 52 Broadway, New York. Ask Mr. Howell for Letter L, and you will receive a special list of attractive railroads and industrials.

Aurelius-Swanson Co., Inc., 28 State National Bank Bldg., Oklahoma City, Oklahoma, offers 7 per cent. first mortgage bonds, in denominations of \$100 up, secured by improved Oklahoma farms. The bonds mature in from 5 to 10 years. The company will supply its literature to interested investors.

G. L. Miller & Co., S-1017 Hurt Bldg., Atlanta, Ga., offer 7 per cent. first lien mortgage bonds secured by income-bearing, improved apartment property in the larger cities of the South. The bonds are free from Federal income tax up to 4 per cent. For complete information apply to Miller & Co. for the booklets, "Reasons Why" and "Miller Service."

Instructive articles on the petroleum industry are appearing in "Securities Suggestions," a semi-monthly publication by R. C. Megargel & Co., 27 Pine St., New York. Since oil stocks are likely to play an important part in the securities market, holders, or would-be holders, of such issues would do well to read these articles. Copies of the publication sent free on request for 27-D.

A financial publication which reaches its fourth edition must be filling a long-felt need. Such is the case with "Questionnaire for Investors," issued by S. W. Straus & Co., 150 Broadway, New York. This booklet sharpens the judgment of investors and helps them distinguish sound from unsound investments. Investors should consult it. To obtain a copy write to Straus & Co. for Circular No. D-603.

Fortunately for the small investor, the number of sound baby (\$100) bonds is growing. No less than 450 are named in a list compiled by John Muir & Co., specialists in odd lots, 61 Broadway, New York. The purchase of one of these is a new step, or an additional impetus, toward prosperity. They can be bought on partial payments. For full particulars send to Muir & Co. for Booklet C-4, "Baby Bonds."

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No one can have reasonable safety in investment or speculation, unless he is well informed about securities and the financial situation. From experienced men one may get valuable suggestions regarding what and when to buy and receive good returns. "Purchase Suggestions," showing how securities may be acquired at the right time may be obtained by writing for 54 D to Dunham & Co., 43 Exchange Place, New York.

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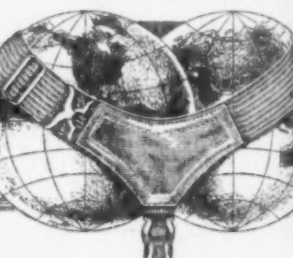
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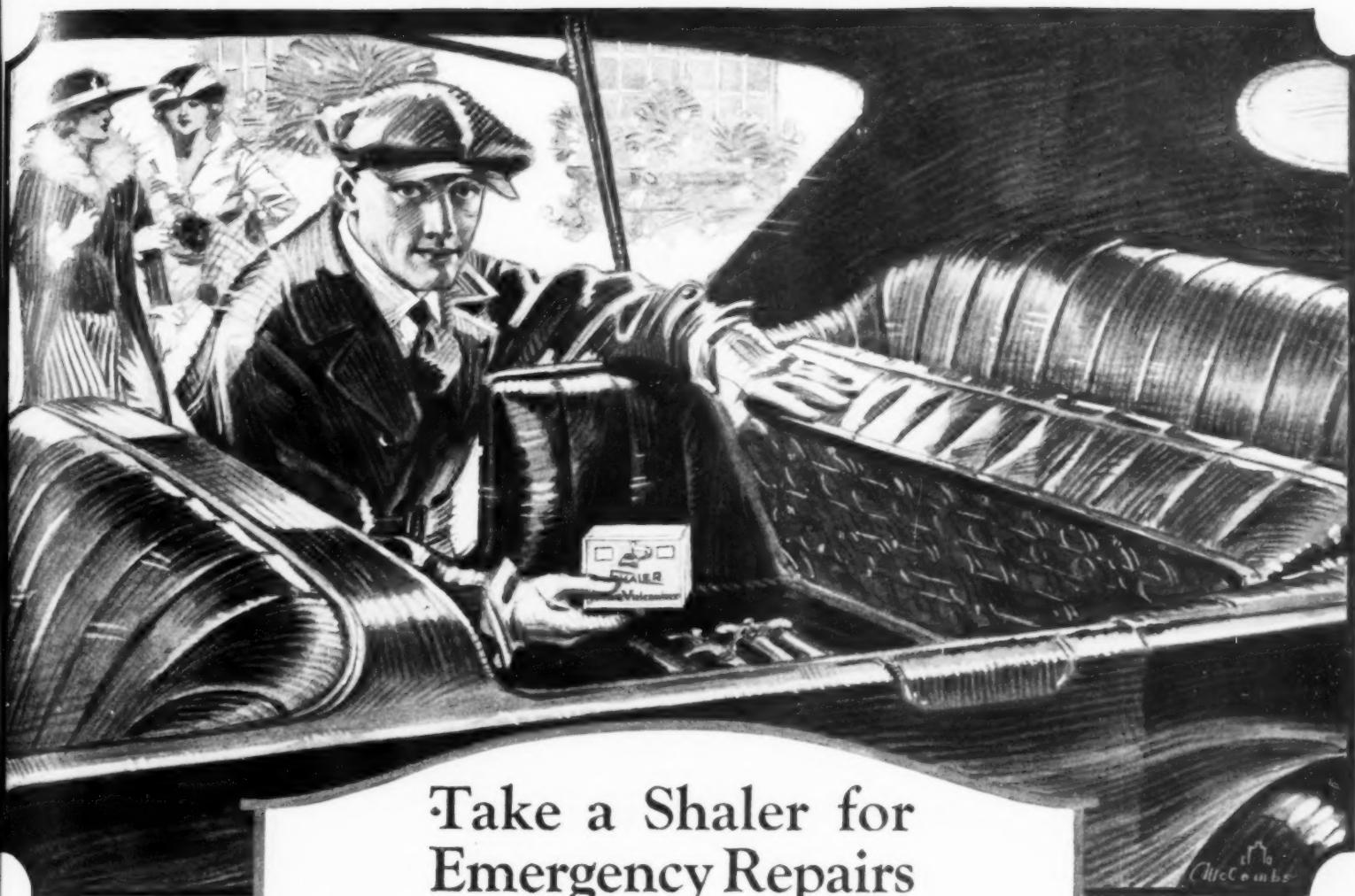
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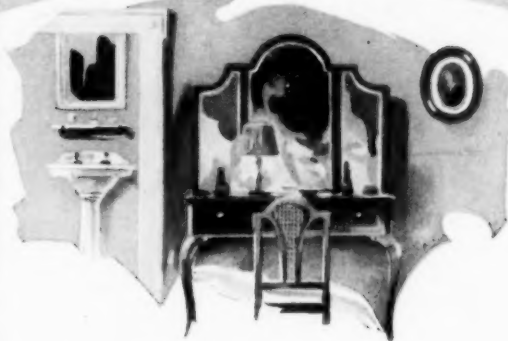
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